THE CHINA WEEKLY

REVIEW

Devoted to the Economic, Political and Social Development of China and its Intercourse with Other Nations

The Kuomintang Action Against Mr. Sokolsky and the N. C. D. N.

The Sino-American Air-Partnership

Dr. Chang Po-ling Speaks on Manchuria

By Jack D. Monro

Chinese Protests Against British "Invasion" of Yunnan

By C. Y. W. Meng

Importance of Family Limitation

By Maxwell S. Stewart

評論報 密勒氏

SATURDAY, APRIL 27, 1929

FORTY CENTS A COPY

Vol. XLVIII No. 9.

Millard Publishing Co., No. 4 Avenue Edward VII, Shanghai, China 上海愛多亞路四號密勒氏評論報

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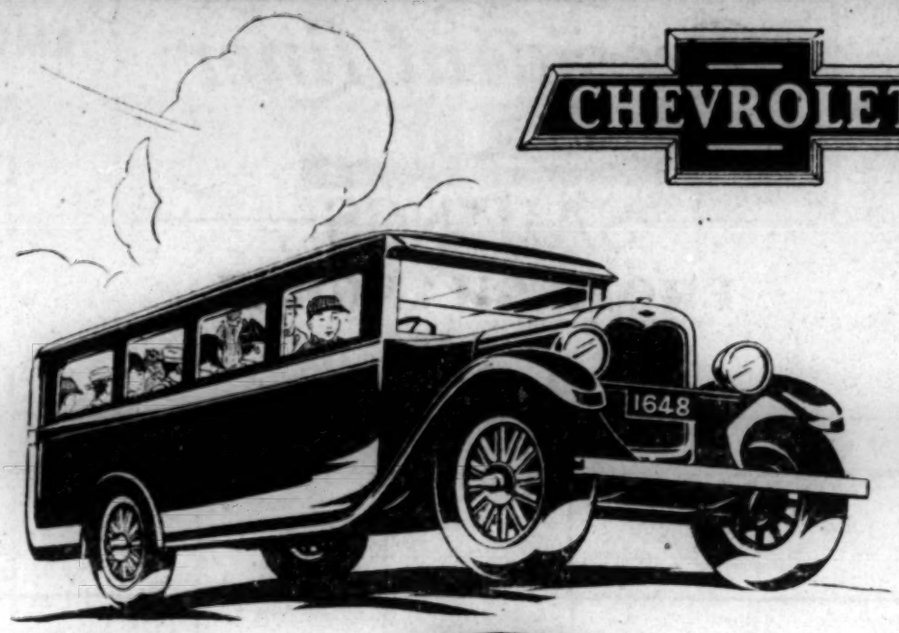

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14	* 15	16	Pres. Wilson To H'kong, Manils, 17 Europe, New York and Boston	18 *	* 19	Pres. Pierce To H'kong & Manila 20 Pres. Cleveland To Seattle and Victoria, B. C. via the Short Route
21	22	* 23	Pres. Jackson To H'kong & Manila 24	25 *	Pres. Madison To San Francisco 26 and Los Angeles via Honolulu	27
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26	* 27	28	Pres. Polk To H'kong & Manila 29 Europe, New York and Boston	30 *	31	Note *Indicates date of steamers arrival in Shanghai

密勒氏評論報

THE CHINA WEEKLY REVIEW

Formerly Millard's Review

中華郵政特准掛號認爲第一類新聞紙

Registered at the Chinese Post Office as a Newspaper for transmission with special marks privileges in China

VOLUME XLVIII SHANGHAI, CHINA, SATURDAY, APRIL 27, 1929 NUMBER 9

THE CHINA WEEKLY REVIEW

Formerly Millard's Review

Cable Address "REVIEWING SHANGHAI"

PUBLISHED AT NO. 4 AVENUE EDWARD VII, SHANGHAI, CHINA, BY MILLARD PUBLISHING COMPANY, INCORPORATED BY THE LAWS OF THE STATE OF DELAWARE, UNITED STATES OF AMERICA.

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YEARLY SUBSCRIPTION, FIFTY-TWO ISSUES, TWELVE DOLLARS (CHINESE CURRENCY) IN ADVANCE, POSTAGE INCLUDED IN CHINA AND JAPAN. IN THE UNITED STATES AND FOREIGN COUNTRIES TEN DOLLARS U. S. CURRENCY. REMITTANCE FROM OTHER COUNTRIES THAN CHINA AND THE U. S. CAN BE MADE BY INTERNATIONAL MONEY ORDER. ENTERED AS SECOND-CLASS MATTER IN THE CHINESE POST OFFICE AT SHANGHAI IN MAY 1917.

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COMMUNICATIONS PERTAINING TO SUBSCRIPTIONS OR ADVERTISING IN CHINA SHOULD BE ADDRESSED TO THE CHINA WEEKLY REVIEW AT 4 AVENUE EDWARD VII, SHANGHAI, CHINA. TELEPHONE CENTRAL 4741. CABLE ADDRESS "REVIEWING SHANGHAI."

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THE FIRST STEP TOWARD PERSONAL LIBERTY

THE TWENTY-FIFTH meeting of the National State Council, held on April 20, voted in favor of issuing a circular order or mandate prohibiting unlawful interference with the personal liberty or any illegal encroachment upon the property rights of any person or organization by others. Among those present at the meeting were, Tan Yen-kai (Chairman), Hu Han-ming, Wang Chung-hui, Sun Fo, Tai Chi-tao and Ho Ying-chin. The formal order, which probably will be drafted by Dr. Wang Chung-hui, head of the Judicial Yuan, will be issued shortly. The following is a translation of the mandate issued by the State Council:—

> *"It is an established fact that all peoples are protected by law. At the inauguration of the Period of Political Tutelage, it is of especial importance that the foundation of the Law should be securely laid. Therefore, all individual persons or organizations within and under the jurisdiction of the Republic of China shall not encroach unlawfully upon the person, liberty and property of others under severe punishment according to law. The Executive and Judicial Yuan are hereby instructed to order all concerned to observe this mandate accordingly."*

This important announcement, which appeared in the official reports of the *Kuo Min* news agency on April 20, was entirely unnoticed by the foreign daily newspapers in Shanghai, but despite this it will constitute, if carried out, one of the most important and far-reaching actions of the Government in its attempt to establish a really democratic administration in China. It means the beginning of a reign of law in place of the reign of military dictatorships which have characterized Chinese governmental administration since the beginning of the Republic in 1911. The security of private rights of person and property against arbitrary and oppressive action upon the part of those in governmental authority is an element that has contributed, perhaps more than anything else, to the upbuilding of western democracies, particularly the United States and Great Britain. The history of the American people in this regard has been but a prolongation or continuance of English constitutional history. The American colonists, at the time of their emigration to the New World, were acquainted with the essentials of civil liberty; they knew that the military authorities of a state should be in subordination to the civil authorities, that is, that the public policies of the state should be determined by the civil authorities, and that the military authorities should have no other function than, in strict obedience to the orders of the

civil authorities, to carry out the directions given to them by those civil authorities. They knew also, as another essential of civil liberty, that these civil authorities should govern by general laws enacted in accordance with previously established legislative forms, and that thus the individual should possess and freely exercise his private rights of personal liberty, of freedom of speech and press, and the use of his own property free from interference or control by arbitrary acts, dictated by personal and selfish interests, of those in political authority over him.

THIS fundamental doctrine of personal liberty and private property rights had been familiar to the English people, though not always successfully maintained by them, since the time of Magna Charta early in the Thirteenth Century. It is not necessary to explain to any Englishman or American the meaning of Magna Charta, but for those in China who are likely to hear more of this doctrine, providing the National Government carries out its present intentions, it might be explained that the *Magna Charta* or Great Charter was signed at Runnymede on June 15, 1215 when the English barons forced King John to sign a treaty which laid a foundation for English political and personal liberty. The Magna Charta was really an amplification of an earlier similar treaty which had been exacted from Henry I about 1100 A. D. There were numerous subsequent confirmations, notably, those of 1216 and 1217 during the minority of Henry III, making many important changes, and still further amplifications in 1297 under Edward I. A county law containing similar provisions known as the *Kreisordnung*, was also signed in Prussia in 1872. These enactments were simply constitutional guarantees of the rights and privileges of the people which they had been able to exact from their sovereigns after long years of agitation and resistance to personal persecution and confiscation of private property at the will of the sovereign. Thus we have the legal phrase *per legem terrae*, taken from the great document, and the doctrine connoted by it known as *due process of law* which has become generally accepted in western democracies. It means in simple language that no one shall be deprived of his life, his liberty, or his property except in pursuance of established law and as a result of administrative or judicial processes which would secure to him an opportunity to test before tribunals composed of impartial judges and free from dictation or influence, the question whether the action taken against him or his property, or the control attempted to be exercised over him, was a legal one, that is, in accordance with established law.

HOW WE SHOULD SPEND OUR 25,000,000 TAELS!

THE SALE of the municipal electricity department of the International Settlement, which was approved by the Shanghai Ratepayers (tax-payers entitled to vote), leaves the city of Shanghai in the unique position of having Taels 25,000,000 in the treasury after the liquidation of all municipal indebtedness. It doesn't mean that the city will have all this money all at once, for it has been arranged that the American and Foreign Power Company which bought the plant, will spread the payment of Taels 81,000,000 (equivalent to $50,000,000 in U. S. Currency), over a period of about five years, but this does not alter the fact that Shanghai can liquidate all its debts and still have a considerable balance in the treasury We don't suppose there ever was a similar case where a large city was thus able to liquidate all its debts and still have such a large sum in the treasury. But it's a fact nevertheless and it has had the natural effect of causing all kinds of proposals to be made for the expenditure of this money, probably the most nonsensical being the editorial suggestion which appeared in the *North-China Daily News* recently to the effect that Shanghai should use this money to build up a little standing army so that the city could "dispense with assistance from without." According to the editorial writer in the official British newspaper, all of the *best minds* in the city favor this plan, but it is to be seriously doubted whether this is an accurate statement of local *intelligent* public opinion, because we know of nothing that would more quickly precipitate the wrath of the Powers as well as that of China, than such an action. Then there was the other foolish suggestion of Mr. O. M. Green at the annual ratepayers meeting that the Municipal Council should send a commission abroad this year to induce the treaty Powers to take action preventing China from assuming complete control of the Provisional Court. What Mr. Green meant by this was for the International Settlement to finance the sending of a junket abroad for the purpose of trying to block the abolition of extraterritoriality. If Mr. Green had suggested the appointment of a properly constituted commission of legal experts for the purpose of discussing with China a solution of the present deadlock over the Provisional Court and the whole question of rendition of the Settlement, there might have been some sense to it. But to suggest that the International Settlement, which is not a sovereign body, should send a commission abroad for the purpose of attempting to block the revision of the extraterritorial treaties, is most foolish, because it would simply have the effect of accentuating the deadlock which already exists here. What the Chinese Government probably would do, would be to appoint a commission of its own to follow the Settlement's commission around and answer the arguments. The whole thing would be ridiculous in the extreme and would tend to further disgust the outside world with Shanghai's intransigent attitude.

SO MUCH for Mr. Green's suggestions pertaining to a standing army and the sending of a commission abroad! This still leaves the question open as to what should be done with our Taels 25,000,000 profit. The first natural suggestion is that which comes from the large property-owners that taxes should be immediately reduced. Were it not for the fact that foreign property-owners in the International Settlement are already the most lightly-taxed individuals in the world, this suggestion might carry some weight; but since they are lightly-taxed, it is unlikely that this suggestion will receive serious consideration. Now for some suggestions which have been made that might be of constructive benefit: First under this heading is the suggestion that Shanghai should modernize and improve its police department. This is an imperative need, particularly in view of the fact that the Chinese Government recently has employed expert police advisers in various parts of the country. What Shanghai should do is send abroad for a number of technical experts and give them a free hand in the improvement and modernization of the local police department. These experts should not be selected from the standpoint of their ability as cricket-players, but purely from the standpoint of their knowledge in this special line of work. The city of Tsingtao has had a German police expert in its

employment for several years and several months ago the National Government employed an American expert to train the police staff in Nanking and in addition, several Germans have been employed in Chekiang Province. While the Chinese have gone ahead in this important work, the Shanghai International Settlement has continued to put up with an inefficient police department that has largely been responsible for this important city, once known as the "model" Settlement, having become the crime center of the Orient. Another important suggestion that has been made, in fact one that is already being carried out, is an extension of the street-widening program. This must be done if Shanghai is to become a modern metropolis in the real meaning of the term. Still another suggestion, which was made by Mr. S. Fessenden, the Chairman of the Council, at the recent ratepayers meeting, is for the construction of a modern plant for the disposal of garbage. Mr. Fessenden stated that such a plant would cost about Tls. 2,000,000 and there is hope that it will be carried out immediately. Finally, there is the important suggestion pertaining to Chinese education —the most important suggestion of all—from the standpoint of future relations of Chinese and foreigners at this important port and industrial center. The Settlement authorities should immediately make plans for the extension of educational facilities for Chinese that would shortly place free or practically free school facilities within reach of all Chinese children in the city. This would do more toward breaking down Chinese prejudice against a continuance of foreign control here than anything else and would have far-reaching results in the general improvement of Sino-foreign relations.

CHINA'S INTEREST IN WORLD ENGINEERING CONGRESS

TWO INTERNATIONAL conferences are to be held in Tokyo this fall which should be of interest to Chinese officialdom and the engineering professions who are interested in China's reconstruction program. They are the World Engineering Congress and a Sectional Meeting of the World Power Congress, both of which are expected to attract several hundred delegates from all parts of the world, but especially from the United States. As a matter of fact there is also to be held in Japan at practically the same time, the bi-ennial conference of the Institute of Pacific Relations; all of which are significant of the growing importance of the Far East in world affairs. Dr. Baron Chuzaburo Shiba, a member of the Japanese House of Peers, who is vice-president of the Engineering Congress contributed an article dealing with the engineering meetings to the *Japan Advertiser's* annual review of business and financial conditions, which contains much information of interest to China. He stated that the Japanese Government had made every effort to encourage industrial development in Japan from the beginning of the Meiji Era, but that it was not until the time of the Sino-Japanese War, 1895, that private enterprise began to take any great part in the industry of the country. Japan's modern commercial, financial and industrial enterprise thus dates from that time, 1895, a period of only a third of a century. This has been a period of great industrial development throughout the world, but in no country has the development been greater than in modern Japan which has completely revolutionized its industries. The rise of the Japanese spinning industry has been of world-wide importance as also have been the development in the fields of machinery-making and the production of chemicals. Dr. Shiba claims, in the course of his article, that in many lines Japanese industries are on a par with those in any part of the world, with the possible exception of the United States from the standpoint of mass-production, and, due to the fact that Japan's industrial development has come late, the Japanese industrialists have been enabled to utilize newer and more modern machinery and methods than is to be found in many European countries. This point was recently emphasized in Manchester, England, when the decision was made to amalgamate many of the leading cotton spinning and weaving mills in order to compete with Japanese industries which were gradually crowding British textile interests out of the Oriental field. The program for the World Engineering Congress has been divided into two parts, the first being devoted to the reading and discussion of papers on industrial subjects and the second to sight-seeing and the inspection of Japanese industries. Among the prominent engineers who will contribute papers is President Herbert Hoover of the United States, who was the first to respond to the invitation of the Japanese Government, to hold the meeting in Japan. China should be interested in these congresses because China is now starting out to do what Japan did thirty-five years ago, embark on a period of industrial development. And as Japan has benefitted by starting her industrial development late, so China will also benefit because China will be able to obtain even later and more modern types of machines and ideas than Japan has been able to provide herself within the past third of a century. Finally, there is still another reason why China should be interested in these engineering congresses because most of the 400 or 500 delegates, having made the trip to the Far East, will also want to tour China while in this part of the world. This will offer an excellent opportunity for China also to tell the story of her hopes and aspirations in the field of reconstruction and industrial development.

WHY NOT STOP ORDINARY BUSINESS ACTIVITIES?

THE CHINESE, for a considerable period have been protesting against the prevalence of greyhound racing in Shanghai, there now being three greyhound racing tracks in this city with meets or races every night in the week and on several afternoons. Two of these greyhound tracks, which are nothing more than betting establishments, are registered in the local British Consulate and one in the local French Consulate, but as yet no attention has been paid to the Chinese protests. In view of the Chinese protests, it is interesting to note the following defense of greyhound racing which appeared in the correspondence column of the *North-China Daily News*, the official British newspaper in Shanghai on Monday, April 22 which invites the suggestion in the heading to this paragraph,—that it might be more profitable for Shanghai if all ordinary business activities were suspended and the whole town turned over to the greyhound racing industry:

> Approximately 90 per cent. of the money taken to the courses is returned to patrons in the shape of dividends. If you ask any regular patron "How did you come out last season?" the reply almost invariably is "Oh, just about square and lots of fun for nothing."
>
> Apart from the actual betting money the patrons spend thousands of dollars every month in car, bus and ricsha hire directly benefiting the persons engaged in the transportation and indirectly benefiting the mechanics, painters, upholsterers and others employed by the garages.

Every newspaper in town derives a nice little revenue from lavish advertisements directly benefiting the paper and indirectly paper importers and ink importers.

The electricity department derives a handsome revenue from the lavish use of electric light.

Leather merchants, cloth importers, farmers and butchers secure important additions to their turnover from the sale of dogs' muzzles, sets of clothing, vegetables and meat.

Painters have to be employed to paint the stands and labor to maintain the grass courses in proper condition.

Programmes, tipsters' sheets, millions of tickets and endless stationery have to be provided by local firms and give additional employment.

The Municipalities also doubtless derive quite a nice little sum in the shape of licences for every dog, and the money goes into the municipal coffers for the benefit of the town.

On all paper, leather, paint, electric fittings and endless other things the Customs also get their "whack" in the shape of duties. Import applications have to be filed for every import and these import applications mean more paper.

Each course maintains offices providing situations for scores of foreigners and Chinese and these offices burn light and provide rent and taxes.

And with all this, as I remarked at the beginning, 90 percent of the betting money is always in town in the pockets of patrons. At any given moment some patrons may be "in" whilst others may be "out" but at the end of the season all are "just about square and lots of fun for nothing."

With their 10 per cent. commission on the sale of betting slips the Club returns a handsome dividend to its shareholders, all of whom are residents, and, in addition, appropriates very respectable amounts for local charities. It will be seen, therefore, that every cent spent in greyhound racing remains in town and is, on the whole, very widely distributed.

The Kuomintang Action Against Mr. Sokolsky and the North-China Daily News

THE STANDING committee of the Central Executive Committee of the Kuomintang Party, the highest organ in the Chinese National Government, on April 18, adopted resolutions which were sent to the State Council for execution, ordering the suspension of mail privileges to the *North-China Daily News*, the official British newspaper in Shanghai and at the same time ordering the deportation from China of Mr. George E. Sokolsky, a member of the staff of that paper. The meeting at which this action was taken was presided over by Mr. Sun Fo, Minister of Railways and a member of the Kuomin Central Executive Committee. The resolutions were introduced by Mr. Yeh Chu-tang, chief of the Publicity Division of the Central Headquarters of the Kuomintang Party. A detailed report of the meeting of the standing committee of the Central Executive Committee of the Kuomintang when the action was taken, which appeared in the daily reports of the *Kuo Wen* (independent) news agency, stated that Mr. Yeh Chu-tang declared when the resolutions were introduced, that the *North-China Daily News* "had made ridiculous statement in its columns, creating baseless sensation. . . . detrimental to the interests of the Chinese nation and causing unwarranted consternation among foreigners and Chinese." He also stated that the Ministry of Foreign Affairs had repeatedly protested against "such nonsense" and had demanded action through the British Consulate-General, but that nothing had resulted from the negotiations. As a result it was decided to ask the Central Executive Committee of the Kuomintang to take official action and issue orders that the Chinese Maritime Customs and the Chinese Postoffice detain the copies of the paper and refuse it transmission through the mail. Secondly, the Ministry of Foreign Affairs was instructed to immediately approach the American Minister in Peiping and the American Consul-General at Shanghai, and demand the expulsion of Mr. George E. Sokolsky from China, Mr. Sokolsky being designated as an American citizen and a member of the editorial staff of the *North-China Daily News*.

The Nanking correspondent of *Reuters* service, on April 20, issued the following semi-official explanation of the Government's action:

"The decision was the result of constant agitation on the part of the Chinese Press and the proposal of a number of delegates at the Third National Kuomintang Congress for some sort of control of the foreign Press in China. Each time the question of the necessity of the Government's taking any disciplinary action towards the so-called anti-Chinese foreign Press is discussed, vigorous demands are made that such action be taken in regard to the *North China Daily News*, which newspaper is regarded as having 'repeatedly and maliciously attacked the National Government and the Kuomintang'.

"In recent editorials, the *Chin Pao*, a semi-official organ of the Government, said that the *North-China Daily News* was an institution which typified the so-called foreign die-hardism and imperialism, which spread rumours hoping to create dissension among the Kuomintang ranks and to discredit China and its people in the eyes of the world. The publication of the reported outbreak of hostilities some months ago between the Kuominchun and the former Hankow troops at Wushenkwan, and the alleged appointment of most of the delegates at the Third National Kuomintang Congress, were among the numerous charges made against the newspaper. It may be recalled that for the reprint of the former story in the Tientsin *Yih Shin Pao*, severe disciplinary action was taken by the Central Kuomintang against that Chinese paper.

"In a reception to the Chinese newspapermen some time ago, a spokesman of the Central Kuomintang made a brief review of the foreign Press in China, and in the course of his address expressed the Party's dissatisfaction of the alleged anti-Kuomintang tone of the *North China Daily News*. Vigorous denunciation was made against some of the articles written by Mr. George Sokolsky in that paper on political issues in China. The first official action was taken, however, when a proposal was submitted before the Third National Kuomintang Congress asking for the rigorous suppression of reactionary propaganda. The proposal stated:

"While the Government is keeping a strict censorship over Chinese publications, it has paid comparatively little attention to the foreign Press. A number of the foreign newspapers and magazines in China are maliciously attacking our Government and the Party. They are the mouthpiece of the imperialists. Severe disciplinary action should be taken against such reactionary publications to uphold the prestige of the Central Government and the Party.'

"The proposal bore the signatures of many important leaders of the Government and the Party, including Mr. Yeh Chu-tsang, Chairman of the Publicity Department of the Central Kuomintang, who is also a member of the Standing Committee of the Central Executive Committee. The resolution that the *North China Daily News* be disciplined and its correspondent, Mr. Sokolsky be deported, was introduced before the Central Executive Committee by the Publicity Department of the Central Kuomintang.

"While the Central Kuomintang will take strong steps against those foreign publications which are unfriendly to China, it hopes to co-operate with and to be on the best of relations with those publications which are sympathetic towards China and the Kuomintang. This disciplinary action against the *North-China Daily News* does not

indicate that any wholesale anti-foreign Press attitude is adopted by the Government or the Party."

In addition to the foregoing reports the Chinese newspapers have also published considerable regarding the action of the Kuomintang. The *Chen Pao*, the official Kuomintang Party organ in Nanking on April 19, published an editorial giving details regarding the action against Mr. Sokolsky, the allegation being that he had published articles and circulated propaganda in defense of the Japanese and recently had attacked the Third National Congress of the Kuomintang. There were also other allegations which will be referred to later on in this article. In its issue of Tuesday, April 23, the *Sin Wan Pao*, one of the leading Chinese newspapers of Shanghai stated that Mr. Wunsz King, Chinese Commissioner of Foreign Affairs, had made an official complaint to the local Consular Body and to the British Consulate-General, asking them to prevent the *North-China Daily News* from publishing "false statements" or criticism unfavorable to the National Government. The charge was that the official British newspaper here "often published false statements and unfavorable criticism, evidently with the aim of undermining the confidence and respect of the general public in the National Government". Mr. King's letter cited certain articles which had appeared in the paper, one of which was on April 7 stating that "foreigners had received orders to evacuate Nanking" which, according to Mr. King, "was obviously based on erroneous information." It was also stated that the paper had published an editorial on March 29 entitled "The Pity of It" which had disparaged the manifesto issued by the Third Kuomintang Congress and "contained statements which were insulting to the Party and to China." The Commissioner's letter further charged the *North-China Daily News* with being a "purveyor of rumor. . . .causing an impairment of the friendship and goodwill existing between Great Britain and China." The communication concluded with an expression of hope "that the British Consular authorities will take proper steps in the matter and forward a reply to the Commissioner in regard to his protest."

While the action against the *North-China Daily News* was precipitated by recent articles and editorials in that paper, some of which were contributed by Mr. Sokolsky, the Chinese resentment is much more deep-seated, this same newspaper having once before been denied the use of the mails by the National Government. As stated in the semi-official explanation of the action which was circulated by *Reuters*, the paper has generally been looked upon as the organ of "die-hardism" and reaction, owing to its constant fault-finding and criticism of conditions under the National Government and its general attitude of superiority in respect to things Chinese. Prior to the occupation of Shanghi and the Yangtsze Valley by the Nationalist forces, the *North-China Daily News* constantly published news reports and editorials alleging the impregnability of the Northern militarists previously in control of this area. Its attacks and reports regarding the alleged excesses of the Nationalist forces were largely responsible for the panicky conditions that prevailed in Shanghai when the Southerners finally occupied this region and this hysteria was in turn transmitted abroad and caused a similar feeling of uneasiness in foreign countries that was responsible for the intervention propaganda and in particular was largely responsible for the action of the British Government in dispatching a military force here that probably was twice as large as the situation demanded for the protection of British lives and properties. If the truth is ever told regarding the real inspiration for the murderous attacks on foreigners in Nanking by the Chinese military forces that occupied that city, it probably will be found that it consituted Chinese resentment at what they believed was to be the wholesale intervention program of the Powers along lines that had been frequently and openly discussed in the pages of the *N. C. D. N.*, otherwise the occupation of the Yangtsze Valley and the creation of a neutral zone fifty miles wide on each side of that important river to be patrolled by the military forces of the Powers. This constitutes the actual reasons for the Chinese action against the official British newspaper here and hence should not be interpreted as an attack upon the freedom of the press. There is a world of difference between freedom of the press and license. No sovereign country would put up for a minute with the constant attacks and pin-pricking attitude of a foreign newspaper such as has characterized the attitude of the official British organ here. One can easily imagine what would happen if the Paris editions of the New York *Herald* or *Chicago Tribune* should adopt a similar critical attitude toward the French Government. It would lead to immediate suppression of the papers and deportation of the editors. And a similar thing would happen if the *Japan Advertiser*, the American newspaper in Tokyo, should adopt an attitude in respect to the Japanese Government, such as the *North-China Daily News* constantly adopts toward the Chinese Government and Chinese affairs generally. Newspapers as well as newspapermen are at least expected to act the part of gentlemen when on foreign soil! Need one do more than refer to the statement of Mr. Lloyd George, the Liberal British leader two years ago when he expressed the wish that the British press in China might be printed in the Russian language so that the Russians rather than the British would receive the credit for the mean things that the British newspapers were saying about Chinese nationalism.

Turning to the Kuomintang demand for the deportation of Mr. George E. Sokolsky, the situation is even more pathetic. Mr. Sokolsky, who according to his biographical sketch which appears in the China Who's Who, was born in Utica, N. Y. in 1893, came to China in 1918 from Russia where he had gone from New York City prior to the Kerensky revolution. He was employed for a time on the *North China Star*, but shortly left that position and came to Shanghai where he was employed on a Kuomintang organ, the *Shanghai Gazette*. He soon resigned, however, and formed a partnership with a Cantonese named Fred C. Tong and together they were responsible for the organization of what were popularly known as the Shanghai street unions, bodies composed of small shop-keepers and clerks which were largely respon ible for the anti-Japanese boycott which spread over China following the decision of the Versailles Conference in awarding the former German interests in Shantung to Japan. Out of the street-union movement grew an organization known as the Chinese Bureau of Public Information, a propaganda which was managed by Tong and Sokolsky and financed by Chinese interests largely for the purpose of spreading anti-Japanese propaganda over the world. It was alleged at the time that there was also a Russian inspiration in the background, but this probably was without foundation. However, Mr. Tong shortly became involved with the Chinese authorities over his alleged connection with the fraudulent promotion of a stock-exchange and finally landed in jail. A newspaper which they had been publishing known as the Shanghai *Journal of Com-*

merce was then taken over by Sokolsky and continued for a time but finally was sold. Mr. Sokolsky then became manager of the Chinese Government Bureau of Economic Information, which was Financed by the old Peiping Government, but from which he finally resigned to become editor of the *Far Eastern Review*, a monthly engineering journal which has for several years been the chief defender of Japan's so-called "strong" policy in respect to China. In addition he has been chief political correspondent and editorial contributer to the *North-China Daily News*. Chinese animosity against Mr. Sokolsky is due largely to the fact that in recent years he has lent himself to various foreign propagandas which have had the effect of neutralizing his previous sympathetic attitude toward the Chinese and their institutions. According to the report which appeared in the *Chen Pao*, the Kuomintang organ in Nanking, Mr. Sokolsky is alleged to have been the directing genius of various foreign propaganda movements in Shanghai which have had as their object the undermining of the broad objectives of the National Government and the Kuomintang Party from the standpoint of Chinese reconstruction. If the other serions charges which appeared in the semi-official Nanking newspaper are not correct, the proprietors of that paper have laid themselves open to serious action on the basis of criminal libel. A few weeks ago Mr. Sokolsky was elected a member of the executive committee of the American Chamber of Commerce of Shanghai, having been an active member of that organization and its chief adviser on Chinese political and economic affairs for the past three or four years.

The most unfortunate phase of the Chinese Government's action against the *North-China Daily News* and Mr. Sokolsky, has to do with the indirect effect upon other foreign newspapers and foreign newspapermen in China. While the semi-official explanation of the Government's action which was circulated by *Reuters* stated that it was not to be interpreted as an indication of any wholesale anti-foreign-press attitude on the part of the Chinese authorities, it is likely to have this effect. Already there are rumors of pending official protests against the writings of other foreign newspapermen and correspondents, which, if carried out would, in all probability react unfavorably upon public opinion abroad in respect to news reports from China. What has happened is that the Chinese authorities are likely to judge all foreign newspapers and newspapermen by the two recent cases which have received official attention, when, as a matter of fact these two cases have been the exception rather than the rule. However, when one realizes what has been taking place in other parts of the world on this question of freedom of the press, it probably is unfair to blame China too severely. There are a number of highly-respectable governments in Europe under the jurisdiction of which freedom of the press is a thing of the past, and while on this subject it is also of interest to recall that the foreign chambers of commerce in Shanghai, and especially the American Chamber, two years ago tried their best to suppress all foreign editorial opinion in Shanghai which did not accord with the views of a small clique of die-hard foreign merchants who were then in control of the Chamber's activities.

The Deportation of Mr. Sokolsky

(Reprinted from The China Critic for April 25, a Chinese-owned and edited magazine)

The decision of the Central Executive Committee of the Kuomintang to deport that eminent journalist, Mr. George E. Sokolsky, and to discipline *The North China Daily News* for which he writes has been received with the greatest satisfaction in various circles. Ordinarily we do not for a moment advocate the suppression of public opinion on the part of an individual or the press, but when the so-called public opinion becomes malicious propaganda calculated to threaten the foundation of the government, it is then time that an end be put to it. *The Daily News* has never upheld Chinese nationalism either in principle or in practice though it has chosen at times, for various reasons, to single out particular officials for praise. When the Nationalist troops entered Shanghai, this paper spared no effort to undermine public confidence by broadcasting the rumor of the return of the defeated Sun Chung-fang. Though the new capital has been established for two years, and the country practically unified, our contemporary is still indulging in the wildest speculation on the future of China. Behind all this stands the figure of Mr. George E. Sokolsky. He is guilty more for what he has written without his signature than for what he has had published under his name. He, together with his superior, Mr. O. M. Green, and with Mr. Rodney Gilbert, forms the well-known triumvirate that would have China partitioned by all the Powers. While their fanatic advocacy of foreign intervention and the Mixed Court will hardly receive the serious attention of the foreign Powers, yet the publication of such malicious propaganda under the protection of extraterritoriality is a challenge to the National Government that cannot be ignored. There are, of course, difficulties in enforcing the decision of the Central Executive Committee. *The Daily News* is the semi-official organ of the British while Mr. Sokolsky is an American citizen. The Government may refuse *The Daily News* all mail privileges but we doubt if the American Legation would agree to lose such a valuable asset in Mr. Sokolsky. A policy of non-co-operation may be more effective. Our Jewish friend prides himself upon his intimate contact with the Chinese and capitalises such contact to the fullest extent. If he were to be ostracised from Chinese society and refused all opportunity to interview the government officials, perhaps his services as a mouthpiece for various interests would diminish in value.

For our affluent journalist himself, however, deportation may be even preferable. He is a great propagandist and believes in wide publicity. If he were to continue writing as before, he would remain but a cog in the wheel of the great machinery set against China. But imagine the notoriety that will accrue to him the minute he is deported. Instantly he will cease to be a paid writer and spring into prominence as a figure of international importance. He will be regarded as a martyr of imperialism, and his name will outshine those of his former superior and associate. Though the famous triumvirate may be thereby considerably weakened, the glory from such sacrifice is most worth while. His articles will be sought after, no longer by the solitary *North China Daily News*, but by the press all over the world. His lectures will be broadcast over the radio, and his recent masterpiece on the history of the world will be run serially in the newspapers even to the disadvantage of Mr. H. G. Wells. Then proudly will Mr. O. M. Green proclaim to the world: "This is the man I have made."

Some ten years ago Mr. Sokolsky lived in obscurity, sometimes writing and sometimes teaching. He was a faithful follower of Dr. Sun Yat-sen—"follower" in the sense that he pursued the noted revolutionist—and even helped China fight the famous Shantung question. He managed the Bureau of Public Information whence he emerged a full-fledged propagandist. The training and experience he thus gained at the cost of the Chinese he has in later years turned against them. With his association with *The Far Eastern Review*, that *engineering* journal that has been devoted almost primarily to Sino-Japanese politics, his fortune has changed. In the course of a few years he has become attached to many an organization. No longer a poor scribe he claims to be one of means. All this from his able pen! With the services he has rendered to the foreign interests and the notoriety that is bound to follow his deportation, Mr. Sokolsky will have a far greater future abroad than in this backward country, and if he were true of his race he would thank the Chinese for this kindly act. For all he seems to be interested in his success, and success he will surely achieve at any price.

The future of *The North China Daily News*, however, is not so bright as its protege's. With the phenomenal progress in the way of reconstruction China will soon emerge a great united country. Then she will assert her rights as an independent nation and all sources of propaganda against her existing institutions will have to go. With them *The North China Daily News* unless it changes both its face and its heart. This is precisely the reason why this profit-earning newspaper has stood for every policy to prevent the unification of China and to discredit her good name abroad. As long as extraterritoriality remains in force, it may be difficult to suppress this journal, but the National Government is well within its rights to prohibit the circulation of this propaganda sheet. The Canadian Government during the World War forbade the circulation of the Hearst newspapers because they threatened the cause of the Allies at the most critical hour. China today is in an even more critical stage and may well adopt a similar policy. The decision of the Central Executive Committee, therefore, is based upon the principle of self-preservation—a principle which no civilized state can deny another.

Ministry of Commerce Establishes Testing Bureaus

With a view to stimulating international trade in Chinese domestic products and to raise the standard of export commodities, the Ministry of Industry, Commerce and Labor of China has begun to organize Bureaus of Inspection and Testing of Commodities in various commercial centres. The function of these bureaus is to inspect or test commercial commodities before they are exported. The kind of commodities which are to be subjected to inspection is to be determined from time to time by the Ministry. A definite standard is to be set for each class of commodities subject to inspection to which the latter must attain before they are certified for export. Certificates will be issued for goods up to standard and without these certificates no goods which are put under the list subject to inspection will be allowed to pass through the Customs.

The commodities to be inspected are tentatively classified as follows: Cotton, raw silk, animals and animal products, hemp, tea, leather, hide and fur, rice, wheat and other cereal products, vegetable oils, etc.

The Shanghai Bureau is the first of these bureaus established. Its office is on the fourth floor of the Custom Building. Mr. P. W. Tsou, formerly Dean of the College of Agriculture of National Southeastern University at Nanking (now the Central University) has been appointed Commissioner of the Bureau. The first Testing Department organized by the Bureau is the Cotton Testing Department which started its official inspection of cotton on April 1. Y. T. Yeh, Master of Agriculture from Georgia University, specialist in cotton, is the Head of the Cotton Testing Department, and Y. F. Chen, a cotton merchant of high standing and long experience is the Sub-head. Besides, there are nine technicians, also specially trained in cotton work, assisting in the testing.

The offices of the Cotton Testing Department are located on the third floor, 22 Kiukiang Road, where the other Departments will be located when they are organized. Besides the necessary office rooms, the Cotton Testing Department has been provided with two drying rooms, one balance room, one cotton sample room. The equipment of this Department consists of 27 electric drying ovens, 8 balances, 500 sampling tubes, 2 bale sewing machines, 120 thermometers and other accessories. Besides the work of testing the moisture content of commercial cotton, the Department is also planning to carry on cotton research work, cotton statistics, making of cotton standards, cotton exhibition etc. In addition to the equipment already on hand, the Department is ordering from the U. S. Department of Agriculture cotton standards of all kinds, standard lengths of cotton fibre, and apparatus for testing the strength of cotton fibre and much other apparatus for cotton testing work from other countries.

The Cotton Testing Department has as one of its projects to standardise the qualities of Chinese cotton, to apply the quality and length standards of American cotton and to train students specially for cotton testing work. In the case of qualified students, the Department may recommend having hem sent abroad to specialize in cotton standardisation.

Manila Police Quell Chinese Riot After Pistol Battle

A recent Manila message records that bullets spattered against the walls of that city in Manila's Chinatown in the course of the most serious tong war for many months.

Armed with clubs and fighting an incensed mob of Chinese all the reserves of the Meisic police station were required to quell the riot.

The outbreak was between the Sy Tiok tong and the Chin Po tong. The rival forces took complete possession of the streets with scores of Chinese engaging in a mad pistol battle until police arrived. Five persons were injured, two of them seriously, including a Filipino passer-by.

Thirteen Chinese were arrested and a large number of police reserves were detailed to patrol the district to prevent any further outbreaks.

Manila Chinese Incensed at Chicago "Tribune" Correspondent

The Chinese Chamber of Commerce at Manila has published a sharp note of protest against a speech delivered at the Manila Hotel by Charles Dailey, Peking correspondent of the *Chicago Tribune* who was in Manila on a visit.

The Chamber according to the *United Press* quoted Mr. Dailey as asserting, in a speech before the regular weekly meeting of the Manila Rotary Club, that the present National Government of China in Nanking is like its predecessors in Peking, that all governments of China "have their price" and that China to-day, as in the past, lacks a real central government. The Chinese declare that Mr. Dailey's statements are untrue and an insult to the Chinese people as well.

Roster of Chinese Ministers and Consuls Serving Abroad

The following is a latest list of Chinese ministers and consuls to foreign countries:

Great Britain,* Dr. Alfred Sze, Minister.
Canada, Li Tsing, Consul-General.
Singapore, Tong Liu, Consul-General.
Australia, Soong Fah-ziang, Consul-General.
North Borneo, Kwei Chih, Consul-General.
South Africa, Liu Yee, Consul-General.
France, Kao Lu, Minister.
Paris, Chang Zao, Acting Consul-General.
United States, Dr. C. C. Wu, Minister.
San Francisco, Lone Anking, Consul-General.
Phillipines, H. K. Kwong, Consul-General.
New York, Hsiung Zung-chi, Consul-General.
Japan, Wong Yung-pao, Minister.
Yokohama, Wong Yang-pao, Consul-General.
Kobe, Chow Yui, Consul-General.
Korea, Wang Siu-zang, Consul-Genera .
Italy,* Quo Tai-chi, Minister.
Holland, King Wansz, Minister.
Germany, General Chiang Tso-ping, Minister.
Hamburg, Jen U-ming, Consul-General.
Switzerland, Siao Chi-yung, Acting Minister.
Austria, General Chiang Tso-ping, Minister.
Belgium,* Foo Ping-chang, Minister.
Spain, Wang Ling-kwok, Acting Minister.
Portugal, Wang Ding-chang, Minister.
Sweden,* Chu Chong-yen, Minister.
Norway,* Chu Chong-yen, Minister.
Denmark, Loo Tsung-yee, Minister.
Brazil, Dai Un-sa, Minister.
Mexico, Li Ching-lung, Minister.
Cuba, Miao An-sao, Minister.
Panama, Miao An-sao, Minister.
Chili, Wang Tien-moh, Acting Minister.
Finland, Chu Zao-yang, Acting Minister.
U. S. S. R., Miao Shih-kung, Acting Minister.
Vladivostok, Hsu Hsiung-chang, Consul-General.
Irkutsk, Quan Zaun-ping, Consul-General.

Other Russian ports, Han Shih-tseng, Consul-General, Pang Shao-yee, Consul-General, Mou Hui-dong, Consul-General.

Peru, Wei Tz-king, Consul-General.

* Asterisk indicates those who have not yet assumed their respective posts.

China Questions Are Discussed in British Parliament

Various matters concerning China were discussed in the British Parliament during the last week in March.

Sir W. de Frece asked the Secretary of State for War the cost to Army funds in 1926, 1927, and 1928, respectively, of the troops sent to China.

Sir L. Worthington-Evans: The extra cost involved in the employment of additional troops in China, as shown in the Accounts and Estimates presented to Parliament, is as follows:—

	£
Army Account:	
1926	1,026,500
1927	2,730,910
Army Supplementary Estimate:	
1928	565,000

Sir Austen Chamberlain gave the following as the amount of British capital invested in the Peking-Mukden Railway:

(1)—Original sterling loan of 1899 (£2,300,000) outstanding at February 1, 1929	£920,000
(2)—Double track sterling loan of 1921 (£500,000) outstanding at December 31, 1928	395,000
(3)—Double track silver loan of 1921 ($2,000,000) outstanding at March 15, 1929, $1,000,000	100,000
	£1,415,000

Shanghai Foreign Women's Home Issues Annual Report

The Foreign Women's Home, situated in Baikal road, Shanghai, is an establishment maintained by a committee of Shanghai women, who have the assistance of the American Women's Club, the British Women's Association, the Cathedral, the Community Church, the King's Daughters Society, and other organizations, whose help is acknowledged in the report for 1928 which has just been issued. The doors of this institution are always open to unfortunate foreign women who find themselves stranded in Shanghai. Its work is mainly devoted to the destitute, friendless and homeless.

The Sino-American Air Partnership

Contracts of far-reaching importance covering aviation services in China were signed at Nanking, April 20, between Minister Sun Fo, president of the China National Aviation Corporation, and the Aviation Exploration Co., under which the latter agree to carry the mail for the Chinese National Government on three important lines, namely, Canton to Hankow, Hankow to Shanghai *via* Nanking, and Nanking to Peiping. These services are to be inaugurated within six months and it is hoped soon to extend the service to additional lines. The most modern aviation equipment and skilled aviators from America will be used. Schools are to be established at once for training Chinese aviators and other personnel with the idea of employing them as soon as possible.

This is to be a Chinese service under the control of the National government, but under American management and operation. Under the terms of the contracts the Aviation Exploration, Inc., also receives the privilege of engaging in the air transportation of passengers and goods for its own account, and to manufacture planes and equipment in China. It is planned to form a new American Company under the China Trade Act with a capital of several million dollars gold, in which Chinese capital will be invited to participate. Rapid communication to all parts of the Republic will thereby be insured.

Aviation Exploration Inc. is a subsidiary of the Curtiss group of companies, the largest combination of aviation interests in America, headed by C. M. Keys of 39 Broadway, New York City. The Curtiss interests were represented by Major William E. Robertson, president of the Curtiss-Robertson Co., of St. Louis, Mo., and by Commander Roland Riggs, of Washington, D. C., legal representative of Mr. Keys, who is expected to come to the Far East next autumn.

Aviation Exploration Co. is a subsidiary of the following companies: Curtiss Aeroplane and Motor Co., New York North-American Aviation, Co. New York; Curtiss-Roberston Airplane Corporation, St. Louis, Mo; National Air Transport, New York; Curtiss Export Corporation, New York; Curtiss Flying Service, New York; Curtiss Caproni, Inc., New York; Curtiss-Read Aircraft Co. Montreal; National Aviation Corporation, New York; Aviation Securities Corporation, Chicago; and the Aviation Corporation of California, San Francisco.

The following is the text of the contracts.

AIR MAIL CONTRACT BETWEEN THE CHINA NATIONAL AVIATION CORPORATION AND AVIATION EXPLORATION INC.

Art. 1

Sec. 1. This Contract made between the China National Aviation Corporation, a Chinese Government Corporation, incorporated by special charter of the National Government, Republic of China, hereafter referred to as the Chinese Corporation; and Aviation Exploration, Inc., a Corporation duly organized and existing under the laws of the State of Delaware U. S. A. hereafter called the Company, as follows:

Art. 2

INITIAL ROUTES

Sec. 1. Within six months from the date of this contract the Company agrees to have the necessary equipment ready for immediate operation of the following three initial air mail routes:

1. Shanghai via Nanking to Hankow
2. Nanking via Hsuchowfu, Tsinan. Tientsin to Peiping
3. Hankow via Changsha to Canton

Sec. 2. The Chinese Corporation agrees to furnish, equip, police, maintain, and have ready for operation adequate airports at the above named cities, and adequate intermediate landing fields at intervals of not more than 100 miles, within the specified six months period. Should either party to the agreement fail to be ready at the expiration of the six months, it shall pay to the other party liquidated damages in the sum of $2,500 gold for each day of delay. In the case of the Company, this sum represents the actual loss to the Company in expenses should such delay occur.

Sec. 3. Should either party to the contract be prevented by "force majeur" from commencing operations within the stipulated period of six months, the party or parties shall be free from liability under this Article for any reasonable delays by the "force majeur."

Sec. 4. Should the Chinese Corporation and the Company mutually agree to a modification or re-locating of any of the routes mentioned in Section 1 of this Article, either before or after they are in operation, this may be done subject to all the provisions regarding the original three routes named, and preserving the principle of a minimum of 3,000 flying miles daily, as per Article 6.

Art. 3.

FUTURE ROUTES

Sec. 1. If the Chinese Corporation so desires, after the above three air routes are in operation, it is agreed that the Company shall operate, under the same terms and conditions as the initial routes, an extension of the routes from Peiping or Tientsin to Harbin, via Mukden; and from Shanghai to Canton, via Ningpo or Wenchow, Foochow, Amoy, and Swatow, provided that such additional lines shall be in continuous operation for not less than two years from the date of the inauguration of this new service.

Sec. 2. It is understood and agreed that the Chinese Corporation shall give the Company reasonable notice before starting service on any part of these routes in order to enable the Company to provide the necessary additional equipment, personnel, and organization needed.

Sec. 3. It is further agreed that the Chinese Corporation shall provide, equip, police, maintain, and have ready adequate airports and intermediate landing fields at intervals of not more than 100 miles on these additional above specifed routes by the time the service is to start.

Art. 4

INTERMEDIATE STOPS

Sec. 1. The Chinese Corporation shall have the right to increase or decrease the number of intermediate stops on any route, but such increase or decrease shall be made only after the Chinese Corporation has provided adequate airports and facilities.

Art. 5

RESTATING DISTANCES

Sec. 1. It is here by further stipulated and agreed that whenever an existing stop is discontinued, or an additional stop added, in accordance with the provisions set forth in this contract, the distance over the route will be restated in accordance with Article 7, and payment for the miles of flying will be made on the basis of this revised figure.

Art. 6

MINIMUM FLYING MILEAGE

Sec. 1. It is understood that the schedule of this service is to comprise at least one airplane on each route in each direction per day, including Sundays and public holidays. The Chinese Corporation guarantees compensation based on a minimum of 3,000 flying miles daily; and the Company agrees to flying a minimum of 3,000 miles daily, subject to the conditions of Article 15.

Art. 7

MEASURING DISTANCES

Sec. 1. It is further stipulated and agreed that the distance for the purpose of computation of payment to the Company shall be considered as from center of city to center of city (designated as stops on the route) in an air line.

Art. 8

AIRPLANE MARKINGS

Sec. 1. The Company agrees that all airplanes and seaplanes used by the Company on its routes operated under this agreement shall bear in Chinese the name of the Chinese Corporation and other special marks and markings designed by the Chinese Corporation in order to distinguish them from other airplanes and seaplanes used by the Government services.

Art. 9

EQUIPMENT

Sec. 1. The Company agrees to use only up-to-date first-class and efficient equipment, of Chinese or foreign make, suitable for the carrying on of this service. There will be held in reserve at appropriate cities on the routes a number of planes, motors, and parts for emergency work. Only new equipment will be imported for this purpose.

Art. 10

COMPENSATION

Sec. 1. The compensation to the Company for equipping and operating the air mail service shall be $1.50 gold per mile for every mile flown on scheduled or special flights, interrupted and resumed flights, for small planes with carrying capacity up to 700 lbs', and $2.25 gold per mile flown for planes with carrying capacity of 800 to 2,000 lbs., from 2,000 lbs., to 2,800 lbs., load, $3.75; from 2,800 lbs., to 4,000 lbs., load, $4.50. For all loads over 4,000 lbs., the compensation to the Company is to be increased, based upon the above rate bases.

Art. 11

COMPENSATION FOR INTERRUPTED FLIGHTS

Sec. 1. It is understood that the Company will be compensated for services rendered, meaning the actual miles flown

on scheduled and special flights, interrupted and resumed flights whether completed the same day or not and if for any reason beyond the control of the Company a minimum of 3,000 miles of flying is not maintained daily, the Company will receive compensation only for the amount of mileage that has been flown, or services rendered.

Art 12

METHOD OF PAYMENT

Sec. 1. The Chinese Corporation agrees to pay the Company on or before the 15th day of each month the compensation due the Company for services rendered under this contract for the preceding calender month, and any accrued balance up to the first of the current month.

Sec. 2. Until such time as the postal receipts for air mail shall equal or exceed the compensation paid the Company for this service under this contract, the Chinese Corporation shall pay to the Company cash on or before the 15th of each month, the total postal air mail receipts for the preceding month. For the difference between these receipts and the compensation due the Company each month, the Chinese Corporation shall give its promissory note, in gold dollars of the United States of America, maturing in not more than 8 years and bearing interest at the rate of 8 %, payable semi-annually. These notes shall be unconditionally guaranteed by the Chinese Government, acting through the Minister of Finance, or other duly authorized minister of the Government and shall be specifically secured by the air mail receipts. In no case shall the aggregate of these notes exceed $2,000,000 gold. Should the air mail receipts exceed the compensation paid the Company, the balance shall be applied immediately to taking up any notes outstanding. The Chinese Corporation shall have the privilege of taking up any or all of these notes at any time before maturity, by paying the principal and accrued interest.

Sec. 3. For the purpose of this contract, the air mail receipt shall be calculated by multiplying the number of pounds of air mail carried by the Company by 40 (as the average number of letters per pound), and this multiplied by the air mail rate per letter.

Art. 13

CHINESE PERSONNEL

Sec. 1. It is the definite policy of the Company to use Chinese personnel just as soon as such qualified personnel is available. If it is possible, the Company will start using Chinese personnel from the beginning.

Art. 14

REPAIR SHOPS

Sec. 1. On or before the inauguration of the air mail service, the Company agrees to erect and equip all necessary shops for the assembling, care, overhaul, and maintenance of the airplanes and motors to be used in this service.

Art. 15

AIRPORTS

Sec. 1. On all airports and intermediate landing fields that are provided by the Chinese Corporation under the contract, it is agreed that adequate space shall be allotted to the Company during the life of this contract, on which the Company may erect the necessary hangars, shops, and buildings, required for furnishing efficient service. The Company agrees to pay a rental for this space.

Art. 16

FLYING CONDITIONS

Sec. 1. Whenever the Company considers the weather conditions are unsafe for flying, endangering life and property, it reserves the right to discontinue any flights already started and suspend flying activities until such time as the weather clears. Notice of such discontinuance or suspension of flying shall be sent to the nearest post office concerned.

Sec. 2. The flying contemplated under this contract is understood to be daylight flying only. If, at some further time, when adequate facilities for night flying have been provided, it is desired to inaugurate night flying service, the terms and conditions of this service, and the compensation therefore, shall be the subject of further agreement between the parties.

Art. 17

DELIVERIES TO COMPANY

Sec. 1. It is understood that the service under this contract is purely for air transportation and does not include any land or water transportation. The Chinese Corporation agrees to transport to and from all airports the mail, passenger, or freight cargo that is carried by the Company. The Chinese Corporation agrees to give the Company reasonable notice, whenever possible, as to the amount and character of mail, passengers, and goods which it expects to deliver for air transportation in order that the Company may have time to make adequate preparation for handling it.

Art. 18

PROTECTION

Sec. 1. The Chinese Corporation will provide efficient protection for the work, operation, and all properties of the Company, as well as for the Chinese and foreigners employed thereon.

Art. 19

TAX

Sec. 1. No tax or impost of any kind shall be levied upon the property or operations of the Company, or the compensation received under this contract.

Sec. 2. Should any import duty be levied upon the property of the Company imported for this service, the compensation paid by the Chinese Corporation to the Company shall be increased by an amount equal to the import duty paid.

Art. 20

EXCLUSIVE RIGHTS

Sec. 1. The Chinese Corporation grants to the Company the exclusive right to carry all air mail on the routes specified in this contract, and any and all extensions of these routes referred to in Article 3, if and when granted by the Chinese Corporation. Should the Chinese Corporation grant any further air mail routes to the Company, it shall be on the same exclusive basis.

Art. 17

DELIVERIES TO COMPANY

Sec. 1. It is understood that the service under this contract is purely for air transportation and does not include any land or water transportation. The Chinese Corporation agrees to transport to and from all airports the mail, passenger, or freight cargo that is carried by the Company. The Chinese Corporation agrees to give the Company reasonable notice, whenever possible, as to the amount and character of mail, passengers, and goods which it expects to deliver for air transportation in order that the Company may have time to make adequate preparation for handling it.

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Art. 20

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Art. 21

RADIO

Sec. 1. The Company is granted the right to maintain, import, and operate low powered sending and receiving radio sets and radio phones, to be used exclusively for maintaining the efficiency of the Company's service, in communicating between stations and with its plans. It is understood and agreed that no commercial messages, or any other messages not directly connected with the Company's operations, shall be sent. A suitable wave length or wave lengths shall be assigned for the Company's use.

Art. 22

LIABILITY

Sec. 1. The Company is charged with the duty to exercise, and agrees to exercise, the utmost care and diligence to see that no contraband of any description, such as arms and ammunition, opium and its derivatives, salt, etc., be carried any time in any of its planes, or stored in its premises. When the Company shall have exercised such due diligence, and is guilty of no neglect, it shall be held free legal liability.

Art. 23

ARBITRATION

Sec. 1. Should any disagreement arise under this contract, the question shall be referred to arbitration. One arbitrator

shall be the Chinese Corporation and one by the Company. These two shall select a third arbitrator (of any nationality), and a majority shall decide.

Art. 24

LIFE OF CONTRACT

Sec. 1. This agreement shall be in before for ten years from date hereof but unless either side gives to the other a written notice at least two years prior to the expiration of the ten years of its intention to terminate it, the agreement shall automatically continue in force for five years after the ten year limit.

Art. 25

ASSIGNMENT OF CONTRACT

Sec. 1. The Company may assign its right, title, and interest in this contract, to a new American Corporation to be formed for the purpose of executing its provisions; but the contract shall not be assigned to any Company or Person other than this new American Corporation without the written consent of the Chinese Corporation.

Art. 26

RATIFICATION BY GOVERNMENT

Sec. 1. This contract shall have no force and effect until the National Government, Republic of China, by an order of the States Council, shall have approved the terms of this contract, and guaranteed its faithful execution by the Chinese Corporation.

Art. 27

TEXT

Sec. 1. This Contract is executed in quadruplicate, in Chinese and English; two sets to be retained by the Chinese Corporation; and two by the American Company. Should any doubt arise as to the interpretation of this contract, the English text shall be accepted as the correct one.

Done at Nanking, this 17th day of April, 1929, being the 17th day of the Fourth Month of the 18th year of the Republic of China.

CHINA NATIONAL AVIATION CORPORATION
AVIATION EXPLORATION, INC.

CONTRACT BETWEEN THE CHINA NATIONAL AVIATION CORPORATION AND AVIATION EXPLORATION INC. FOR THE ESTABLISHMENT AND OPERATION OF FLYING SCHOOL FACTORIES AND AERIAL TRANSPORTATION

This Contract made between the China National Aviation Corporation, a Chinese Government Corporation, incorporated by Special Charter of the National Government, Republic of China, hereafter referred to as the Chinese Corporation, and Aviation Exploration, Inc., a Corporation duly organized and existing under the laws of the State of Delaware, U. S. A., hereafter called the Company, as follows:

Art. 1

AUTHORITY TO OPERATE

Sec. 1 The Company agrees, and the Corporation grants the authority, to establish and operate flying schools at appropriate times and places throughout China, subject to the previous written authorization of the Corporation. The Corporation grants the Company the privilege of engaging in all usual branches of the commercial aviation industry, including the purchase or sale (for export or for import) or repair, of airplanes, motors, parts and accessories, the aerial transportation of passengers and or goods, this privilege, however, does not imply the granting of any vested right, but may be modified or revoked, subject to Article 6.

Art. 2

AIRCRAFT FACTORIES

Sec. 1. The Company offers to co-operate with the Corporation in every way in the establishment of aircraft factories in China. With this in view, the Company agrees to erect and operate, for a just and reasonable compensation, a factory or factories for the manufacture of aircraft, conditional on the Corporation's providing the necessary capital and proper site for the factory; if the Corporation prefer, the Company will erect, equip, and operate such factory or factories at its own expense, provided the Corporation guarantee the Company sufficient orders to enable it to continue in operation with a reasonable return on its investment. If the Corporation should wish to erect and operate such a factory on its own account, the Company will gladly aid it in every way, giving it the benefit of the Company's experience and technical knowledge.

Art. 3

AIR PORTS

Sec. 1. At all air ports where facilities are granted to other commercial companies or individuals, the Corporation will see that adequate space is allotted to the Company for necessary buildings in connection with the operation of its flying schools, repair shops, and aerial transportation; and for the accommodation of passengers and the personnel of the Company.

Art. 4

RADIO

Sec. 1. The Company is granted the right to import, maintain, and operate low powered sending and receiving radio sets and radio phones, to be used exclussvely for maintaining the efficiency of the Company's service, in communicating between stations and with its planes. It is understood and agreed that no commercial messages, or any other messages not directly connected with the Company's operations, shall be sent. A suitable wave length or wave lengths shall be assigned for the Company's use.

Art. 5

LIABILITY

Sec. 1. The Company is charge with the duty to exercise, and agrees to exercise, the utmost care and diligence to see that no contraband of any description, such as arms and ammunition, opium and its derivatives, salt, etc., be carried at any time in any of its planes. When the Company shall have exercised such due diligence, and is guilty of no neglect, it shall be held free from legal liability.

Art. 6

TAXES AND REGULATIONS

Sec. 1. The Corporation and the Company mutually recognize the principle of equality of opportunity in commercial aviation as between companies or persons of any nationality whatsoever. With this in view, the Corporation guarantees to the Company that its property, operations, or personnel will not be subjected to any tax, impost, regulation, license, or restriction of any nature which is more burdensome than that under which any other company or person holds property or operates.

Art. 7

ARBITRATION

Sec. 1. Should any disagreement arise under this contract, the question shall be referred to arbitration. One arbitrator shall be chosen by the Corporation and one by the Company. These two shall select a third arbitrator (of any nationality), and a majority shall decide.

Art. 6

TEXT

Sec. 1. This contract is executed in quadruplicate, in Chinese and English; two sets to be retaineed by the National Government of the Republic of China; and two by the Company. Should any doubt arise as to the interpretation of this contract, the English text shall be accepted as the correct one.

Done at Nanking this 17th day of April, 1929, being the 17th day of the Fourth Month of the 18th year of the Republic of China.

THE CHINA NATIONAL AVIATION CORPORATION
AVIATION EXPLORATION, INC.

German Seaplanes and Airplanes for China

Gen. Chang Ching-yu, commander of the air forces of the Nanking government, interviewed in Shanghai during the week stated that the Nanking government recently bought 15 German machines, of which seven sea planes have already reached Shanghai. The remaining eight are monoplanes which are expeceed to reach Shanghai in the near future. Of the seven seaplanes that have arrived at Shanghai, two have been assembled at the Hungjao Aviation Factory and are christened A-13 and B-13. The former is a two seater equipped with 284 H. P. motor and the latter is a five passenger seaplane with 310 H. P. motor.

Director of Aviation Department Proceeds to Nanking

Commander Chang Hui-chang, Director of the Aviation Department, popularly called the "Chinese Lindbergh" on account of his recent long-distance flight over the country on the "Spirit of Canton", is proceeding from Canton to Nanking in response to a request from Sun Fo, President of the China National Aviation Corporation. It is understood that Commander Chang will assist Minister Sun in the formulation of plan for commercial aviation to be undertaken by the Air Corporation with the American Curtiss group.

The Status of the Chinese Government Railways*

Since railway construction is the most important work in Dr. Sun Yat-sen's scheme for industrializing China (laid out in his International Development of China), the National Government, at the successful conclusion of the Northern Punitive Expedition and the commencement of the Era of Political Tutelage, established, among other new offices, the Ministry of Railways. Mr. Sun Fo, being appointed Minister, assumed his duties in the early part of November, 1928. From that time on, five months have elapsed. The work which the Ministry did during this period may be divided into two kinds, namely: administrative and constructive.

I. Administrative Work

Shortly after the inauguration of Minister Sun Fo, he brought forth in the Central Political Council a "Resolution on Administrative Policy for Railways" which embodied two principles:—

1. Centralization of Administration
2. Independence of Finance.

This holds the key to the future of China's railways which in turn holds the key to the future of China's national economy. In accordance with this principle, a program was worked out This program includes in the Centralization of Administration, four steps:

(A.) Regulation of military transportation and arrangement for the return of the detained rolling stocks,

(B.) Assignment of rolling stock by the Ministry of Railways to the various railways without interference whatsoever,

(C.) Abolition of extra charges on transportation,

(D.) Determination of standard for appointment to Railway Service.

And in the Independence of Finance, two steps:

(A.) Stoppage of military appropriation of railway Funds,

(B.) Use of railway receipts and assets exclusively for administration, maintenance, improvement and development of railways.

This Resolution, having passed the Council Meeting, was assigned to the National Government for execution. The Ministries of Military Administration and Railways, acting on the instruction of the National Government, have made detailed plans for carrying out this policy. Unfortunately, the lack of funds by the National Government coupled with the freshness of the conclusion of civil war prevented all the steps from being carried out all at once. But, since the Disbandment Conference had made definite appropriations for the army, military appropriation of railway funds and extra charges would be gradually abolished which would undoubtedly lead to better results in improvements on Railway Administration. For the last three months, the work of the Ministry of Railways has been briefly as follows:—

1. *Plans for Through Traffic on the Peiping-Mukden Railway.* In accordance with the request of the Peiping-Mukden Railway Administration, the Ministry of Railways wrote to Marshal Chang Hsueh-liang asking the latter to appoint responsible officials to confer on plans for Peiping-Mukden Railway Through Traffic which were submitted by the Peiping-Mukden Railway Administration.

2. *Railway Protection.* The Ministry of Railways requested the Ministry of Military Administration to instruct the troops stationed along the Tientsin-Pukow Line to pay special attention in guarding the Railway from banditry.

3. *Repair for the Yellow River Bridge.* The Ministry of Railways instructed the Tientsin-Pukow Railway Administration to open negotiations with the Japanese and at the same time to make plans for the repair of the bridge spans destroyed by the Shantung troops.

4. *Regulating Famine Relief Trnasportation.* In case of transportation of foodstuff for famine relief, the provincial and local authorities are requested to get half-rate permits from the Ministry of Railways so that the movement of such foodstuff can be facilitated and the corruption of transporting other commodities as famine relief goods can be checked.

5. *Requests of the Return of the Detained Rolling Stock.* The commanders of the Second, Third and Fourth Group Army have been requested to return to the Ministry of Railways all the locomotives and rolling stocks which they detained during the war.

6. *Regulating Passage of Public Lecturers.* The Ministry of Railways wrote to the Central Kuomintang and the Mass Training Commission to the effect that any official who is going to the railways and the stations for public lectures must bring with him certificates and get permission from the railway officials so that the danger of reactionary publicity may be avoided.

7. *Appointment to the Shanghai-Nanking and the Shanghai-Hangchow-Ningpo Railway.* As these two railways run through the provinces of Kiangsu and Chekiang, their strategic importance requires improvements, Director Choy Jun-Kee of the Department of Railway Administration was appointed concurrently to take charge of their Administrations.

8. *Negotiations for Through Traffic.* Since the Tsinan Incident last May, not only the Yellow River and the Sha-Ho Bridges were destroyed, but the telegraphic system of the line suffered great losses. In addition, the Japanese detained more than 600 cars. The Ministry of Foreign Affairs was requested and the Tientsin-Pukow Railway Administration was instructed to conduct negotiations with the Japanese so that through traffic on this line may be resumed on an early date.

9. *Repair of the Luan-Ho Bridges.* Bridge No. 66 on the Peiping-Mukden Railway (2,060 feet long), being destroyed by the Shantung troops, was under repair day and night. Traffic was resumed on October 6, 1928 at the completion of this work.

10. *Repair of the Yellow River Bridge Spans.* The Tientsin-Pukow Railway Administration was instructed to call on the technical service of foreign experts to make plans for the repair of these bridge spans and to invite tenders for the work.

11. *Organization of Commission for the Classification of Goods and the Determination of Transportation Charges.* The determination of transportation charges not only affects the business prosperity of railwys but also affects the economic system of the whole nation; and the classification of goods bears the closest relation to transportation rates. For these reasons, the above named commission was organized for classifying goods and determining charges.

12. *Execution of the Railway Administrative Policy.* In view of commercial depression and the deplorable conditions under which the Government Railways are being operated, the Ministry of Railways has solicited the co-operation of both the civil and military authorities in the execution of the Railway Policies, particularly in returning the detained rollingstocks and abolishing the extra charges.

13. *Improvements on the Chuchow-Pingshiang Railway.* Protracted warfare brought to this railway heavy losses. The Administration of the mentioned railway was instructed to change the roadbed timber, to repair the rolling stocks, to make out a new and suitable train schedule, aud to improve on the telegraphic system so that it will be gradually restored to normalcy.

14. *Exemption of Taxes on Railway Materials.* As most of the railway materials come from abroad, rehabilitation of the railways requires a great deal of imported products the taxes on which will amount to great sums. The Minister of Railways brought before the Political Council a resolution to exempt for one year from taxes all imported railway materials which passed its meeting and was assigned to the Ministries of Finance and Railways for execution. This effects great savings for the railways and ensures greater and more improvements accordingly.

15. *Reconverting the Hsinning Railway into a Private Enterprise.* The Hsinning Railway in the Province of Kuangtung running from Kiangmoon to Yangkiang, a total distance of something over 100 li, was started as a private enterprise. Its labor troubles in 1926 and subsequent corruptions caused the Government to take the administration into its own hands. But, since then it has been gradually restored to normalcy and it was returned to the shareholders who elected directors and supervisors to take charge of it last month.

16. *Taking Control of the Kiangsi Railway.* Since the completion of this railway over twenty years ago, mismanagement has left it in a deplorable condition. Financially, it has always been in a deficit. Its complications call for fundamental reform measures. Last December, the Kiangsi Provincial Government handed the administration of this railway back to the Ministry and meanwhile the Ministry together with the Provincial Government made plans for its improvement. Officials were appointed by the Ministry to execute the improvement plans.

17. *Completion of Emergency Repair for the Yellow*

*This being an extract from the Political Report by the National Government to the Third National Kuomintang Congress, does not include the work done for railways by the Ministry of Communications in Canton, Hankow and Nanking which constituted the first part of the whole report.

River Bridge. The main Yellow River Bridge on the Tientsin-Pukow Line was blown up by the Shantung troops on the first of last May. The Ministry and the Tientsin-Pukow Railway Administration spared no effort in the emergency repair work which was completed on the 20th. instant, a trail train ran across the bridge safely.

18. *Restoration of Sino-Japanese Through Traffic.* The Peiping-Mukden Railway Administration was instructed to resume the Sino-Japanese through traffic service on the Peiping-Mukden Line which was suspended on account of the war.

19. *Revision of the Taokow-Chinghua Agreement.* On the revision of the mentioned agreement, Marshall Feng Yu Hsiang was consulted. He agreed to send a representative of the Honan Provincial Government to Nanking to confer on the matter. As the agent of the Peking Syndicate will leave for England in the near future, a telegraphic meassage urging early anpointment of the representative was despatched to the Marshall.

20. *Negotiation for the Release of the Detained Rolling Stock in Mukden.* In the declaration of Generals Yang Yu-Ting and Chang Yin-Huai's sentence of death, Marshall Chang Hsueh-Liang mentioned that the generals were instrumental in the detention of the rolling stocks. After the execution of these two generals, negotiation for the return of the rolling stocks was resumed. On the one hand, the Ministry has sent telegraphic requests to the Mukden Government: on the other, the Peiping-Mukden Railway Administration, acting on the instruction of the Ministry, has despatched special representatives to Mukden for detailed arrangements.

21. *Abolition of the Directorate-General of the Lunghai Railway and the Directorate-General of the Tatung-Chengtu Railway.* As a special Ministry has been created to take charge of Railway affairs, all the operating as well as the projected railways should be directly controlled by the Ministry. The existence of such directorates-general may not work harmoniously with the policy of Centralization of Administration. Consequently, having obtained approval from the Executive Yuan, the Ministry has separately instructed these offices to cease functioning and have all business wound up by the end of March. From the 1st of April on the duties discharged by the abolished offices shall be directly taken up by the Ministry.

22. *Inauguration of the Peiping-Mukden and Peiping-Suiyuan Railway Commission.* For the improvement of these two Railways, the Ministry inaugurated the Commission whose duty is to study the present conditions of the Railways and prepare recommendations to the Ministry for improvements thereof. Six months' time is given the Commission to draw up such a plan; but in case the work is not finished in schedule, an extention may be given until the work is completed. Vice-Minister Wang Cheng has been appointed Chairman of the Commission and concurrently takes charge of the two Administrations.

II. Constructive Work

This ministry bases all its plans of railway construction on our late leader's Industrial Program. In regard to the location of lines together with schemes for their financing and the order of their construction, a proposal on Schemes for Financing Railway Construction Based on Returned Indemnities And Customs Surplus has already been submitted to the government, covering six thousand miles of railway to be built within six years. This proposal, a separate report of which has been submitted, was brought up by the government at the 173rd. session of the Central Political Council. It was decided that the proposal should be first examined in its three aspects, viz. indemnity bond scheme, Customs surplus bond scheme and the construction program; and that as soon as examination is finished and funds are forthcoming, the proposal will be put into effect. Herewith, work done during the last three months is enumerated as follows:

1. *Investigation of All Previously Projected Lines.*

Our country has an area of 4,278,352 square miles, and our existing railways total less than 7000 miles in length, giving a figure for mileage per square mile that is woefully behind that of Europe and America. Railway construction must be pushed to pave the way for reconstructiou work at its very outset.

The lines projected by our leader comprise 7 groups with 106 main lines, 12 branches and 5 tie-lines totalling all together 100,000 miles. Careful comparison of their relative urgency must be made in order to prepare a systematic program of construction. The previously projected lines are the first to be looked into. These all have past histories involving either loan agreements or political problems, which cannot be thoroughly investigated without looking into all the old records. The enormous size of the archive and the frequent and change of hands made proper rearrangement a complicated work. Only today that the records completely available for the projected lines, namely; the Hankow-Kwangtung-Szechuan, Lung-Hai, Pukow-Singyang-chow, Nanking-Changsha, Hangchow-Shaohsing, Tatung-Chengtu, Shashi-Hsingsi, Chinchow-Chungking, etc. Investigation by groups has been inaugurated on these lines with respect to their promotion, loan negotiations capital expenditure, actual amounts of indebtedness, surveys, plans of construction, location of lines, grades and curvatures, estimated costs and probable revenues, which will be outlined and compiled into book form for ready reference in our planning work.

2. *Examination of All Railway Loan Agreements.*

Our existing trunk-lines, with the only exception of Peiping-Suiyuan, were built by means of foreign loans. Having promoted the lines, our foreign creditors, as a rule, controlled their construction and, later on, their administration, and usurped all the rights of material purchase and staff appointment not only at our financial expense but also to the detriment of our autonomy. Moreover, land comprised in the rights of ways of such lines has almost become foreign territory. These, however, are past history and can only serve as our object lessons. Not a few of our projected lines have been similarly harnessed with loan agreements, e.g. the Hankow-Kwangtung-Szechuan, the Pukow-Singyangchow, the Hangchow-Shaohsing, the Tatung-Chengtu, the Shashi-Hsingi, the Nanking-Changsha and the Chinchow-Chungking. These have either drawn advances or received instalments from foreign loans, the creditors holding on in the interest of "equal opportunity" but having no real ability to carry out their part of the agreements owing to the state of world money market after the great war and depreciation of our bonds resulting from the politicial instability that heretofore existed in this country. We should avail ourselves of this opportunity either to abrogate these agreements or to revise them with a view to their early execution by both high contracting parties. In preparation for such revision and for arranging new loans when necessary, all the railway loan agreements are being carefully scrutinized, criticisms noted down, and maps of the lines involved are being made to show at a glance different spheres of influence.

3. *Economic Investigation of Projected Lines.*

The objects of railway construction are primarily economic development of the country, administrative efficiency of the government and rapidity of military mobilization. Nevertheless the business side of the lines must not be overlooked. Careful estimates of probable revenues must be made in order to determine their possibilities as investments, as well as to develop our policy of "letting railways build railways". But the interests of the lines as business concerns do not conflict with national interests of opening up the natural resources of the country, developing the industries, facilitating the spread of civilization and increasing the power of political administration. For, as these are benefited by the operation of railways, so will their traffic revenue react favorably from any improvement in general conditions of the country.

Construction of any one of the lines requires the expenditure of a large sum of money, so that proper selection of lines is all the more important. To supply a basis for such selection, investigation should be made of the lines with reference to the population of the districts on the route, their agricultural produce, mineral resources, transportation facilities, and commercial conditions, etc. This ministry is studying the projected and the new lines of the different systems with the object of arranging them in the order of their relative urgency of construction. Economic investigation has been inaugurated on the one hand, with extensive collection of pertinent materials from all available sources, such as statistics and publications of Civil, Agriculture and Mining, and Construction Bureaux of the Provincial Governments, and other institutions, and studies by foreigners on Chinese economic conditions; and on the other hand, with the organization of field parties to be sent out to different lines to make first hand investigation, reports of which will be referred to in the final selection of lines. The field parties will be made up of successful candidates among those who are now going through an examination.

4. *Organization of Four Reconnaissance Surveying Parties.*

In the Southern and western provinces like Kwangtung, Fukien, Yunnan, Kweichow, Kwangsi and Kiangsi, with the exception of those places where communication is more convenient on account of accessibility to the sea, inland travels depend entirely on coolie labor and are so slow as to be invariably counted in months. Railways are particularly needed to aid the process of administration, to develop industries and to spread civilization. These provinces having been in isolation so long, they were left out in railway projects and surveys of possible rail routes were not made. It is decided to send four reconnaissance parties to first survey (1) Nanking-Canton Line from Nanking to Canton via Fukien, (2) Fukien-Kwangtung Line from Foochow to Shiuchow via

Nanchang, (3) Kwangtung-Yunnan Line from Canton to Kunming, and (4) Hunan–Yunnan Line from Changsha to Kunming via Kweyiang. The parties are preparing to go out with examination to recruit draftsmen and collection and (*calibration*) examination of necessary instruments.

5. *Organization of Geological Survey Parties.*

Our potential resources are said to be the richest in the world. Their location is intimately related to the geology of the place, e.g. coal is always found among sedimentary rock layers, and mineral ores are generally contained in strata of igneous rocks. It is for this reason that Western countries have made minute geological surveys which enable them to know just where mines may be opened. But whether or not a mine property may be developed depends on its facilities of transportation. For this reason the railway is really an essential means of mineral exploitation. On the other hand mineral products play an equally important part in the amount of goods traffic of railways. Thus are the interests of mines and railways mutually related. Geological survey parties are being organized to be sent to the southern and western provinces.

6. Investigation of The Proposed Narrow-Gauge Railway for Tsangchow-Shihchia-Chuang Line To Connect Tsingpu And Hanping Lines.

In his proposal the managing director of Tsangchow-Shihchiachuang Line presented good reasons for early construction of the said line. The proposed use of the narrow gauge, however, is not advisable both from the economical point of view owing to its smaller traffic carrying capacity, and from the engineering point of view which advocates the standardization of engineering paactices in all government lines. Moreover in the interest of national through traffic policies the standard gauge should be used, since the line is primarily a tie-line for the two trunk-lines Tsinpu and Hanping, and not the narrow gauge of the Chen-Tai, the through traffic with which can only be of limited importance. Against the immediate saving made possible by using the narrow gauge, much greater cost to change it to standard in future must be considered. It is decided to reject the proposal of using narrow gauge on this line in accordance with a motion passed by the Political Council of the Central Executive Committee, and to include it in the construction program of all national railways.

7. Revising Estimates for Construction Costs of the Nanking-Changsha, Paotou-Ninghsia, Tatung-Puchow, Chengtu-Chungking, Taokow-Tsinan, Tsangchow-Shihchiachuang, *and West Section, of the Lung-Hai Lines.*

The above projected lines have all been surveyed, and their costs of construction estimated. So much time has elapsed however while the cost of labor has steadily increased together with the cost of living, and the market prices of materials has become quite different from before, that the original cost estimates are entirely inapplicable to present conditions. Their complete revision based on the original plans as to methods and materials, but with costs brought up to date, are now in progress in order to provide standards for future capitalization of these lines.

8. *Decision To Begin Construction for the Completion of the Canton-Hankow Railway.*

In the interest of the completion of the Canton-Hankow Railway, Y. S. Chun, Director of Planning and Construction Department was sent to Wuhan last October to discuss with Li Tsung-jen, Chairman of Wuhan Branch Political Council, the ways and means of active preparation. This month on account of the Reorganization and Disbandment Conference, Li Tsung-jen and Li Chi-shen, Chairmen of Wuhan and Canton Branch Political Councils both came to Nanking, and agreed on the outlay, as a first step toward financing this construction, by Kwangtung provincial treasury, of one half of a certain, special tax amounting annually to between seven and eight million dollars, Cantonese currency, for the cost of construction, and on the appointment of H. S. Chuck as managing director of the line during construction. Mr. Chuck is an engineer well trained and richly experienced, and has done good work lately as head of highway department of Kwangtung Province. Over a month ago he was appointed as chief engineer for final survey of the section, and has just reported on active work already started. The line passes through very mountainous country bordering on Hunan and Kwangtung Provinces, and careful and repeated surveys are necessary before the most economical and suitable line can be finally located.

9. *Proposal of The Construction of between 5378 And 6102 Miles of Railway for The First Period (Within Six Years.)* Ever since the inauguration of this ministry unrelenting effort has been exercised in the planning of railways for construction in the immediate future. Previously projected lines have been examined and new ones designed, with our national requirements as the basis of selection. In other words, in accordance with our leader's Industrial Program and a careful study of our present conditions, only the lines that would bring the maximum benefit politically and economically for the minimum amount of expenditure will be selected for first construction. Their earning capacity is also under careful consideration and only those which are bound to be profitable will be first built in order to insure absolute safety for the money of our future investors, as well as to yield sufficient revenue with which to finance further construction. Thus the rate of increase of our social capital in the form of railways will be accelerated, quite in conformity with our standard of national requirements. Politically, the lines aim to supply closer connection between the capital and the seats of provincial governments; economically, they serve to encourage colonization and develop our rural economy on the one hand, and on the other hand, to open up mineral resources, especially to realize the necessary supply of cheap and plentiful coal for the industrialization of the country.

Fourteen lines divided into four groups have been planned as follows:

Group	Line	Mileage	Estimated Cost of Const'n
I	Shiuchow-Chuchow Section, Canton-Hankow Line	270	$65,000,000
	Tungkwan-Lanchow Section; Lung-Hai Line	657	87,650,000
	Tsangchow-Shihchiachuang	138	11,928,830
	Nanking-Changsha	614.5	90,902,340
II	Nanking-Canton	1212	165,525,000
	Shiuchow-Nanchang	503	68,060,000
	Foochow-Nanchang	523	75,230,000
	Canton-Yunnan	1312 5	167,640,000
	Changsha-Yunnan	1100	153,213,000
III	Paotou-Ninghsia	344	43,414,640
	Chengtu-Chungking	324	44,722,900
	Taokow-Tsinan	182	13,428,243
	Tatung-Puchow	510	83,544,674
IV	Paoching-Chinchow	750	104,000,000

N. B. In Group II, Shiuchow-Nanchang and Foochow-Nanchang Lines are projected together as alternative to Nanking–Canton, and Changsha-Yunnan together with Paoching-Chinchow of Group IV is alternative to Canton-Yunnan.

For the financing of the above lines, it is proposed to float two kinds of Railway Construction Bonds. One to be secured on the returned Boxer indemnities of Great Britain, Russia and Italy is expected to realize a sum of $138,500,000; the other to be secured on a part of the Customs surplus during the period between the 18th and 38th Year of the Republic, an additional $270,000,000, giving a total of $408,500,000 which will be available in six years' time for the construction of about 2500 miles of railway—almost one half of the proposed mileage.

This proposal was brought up in a meeting of the State Council, which duly presented it before the Central Political Council. It is now being examined by the Council pending definite action.

10. *Establishment of National Highway Planning Commission.*

For the planning of national highways construction, a National Highway Planning Commission has been established with three members appointed directly by this ministry, and one member appointed by this ministry on the nomination of the Bureau of Construction of each of the provincial governments. In either case the appointment is limited to men with either economic or engineering training who are on the staff of the ministry or of the provincial bureaux of construction. In three months after the establishment of this commission, it is expected that plans for the location of the more important national highways, their standard design, estimates of their cost of construction, and a building program will be completed, and also schemes for the financing of national highway construction, for the employment of soldier labor, for transportation business on national highways, and for the organization of construction departments as well as other problems concerning this subject will be solved. When the committee is dissolved, subsequent planning will be entrusted to the Planning and Construction Department of this ministry.

The regulations for the organization of National Highway Planning Commission having been promulgated, ministerial orders have been sent to the various provincial construction bureaux to delegate each a member of staff with economic and engineering training, and to have him bring all information about all public, semi-public and private highways in each province with reference to their latest condition, location and cost of construction, rules governing private construction of highways, and business construction of transportation enterprises, for reference at this ministry. Up till now many of the delegates have reported their arrival, while others though already appointed, have not yet come. A circular telegram has been sent to the latter hastening them to report in time for the open-

(*Continued on page 396*)

British Annexation of Burma and Invasion of Yunnan

BY C. Y. W. MENG (孟昭泳)

It is the policy of all countries always to protect their small dependent states, for protection to these dependencies means protection also to the home country. Full efforts have always been exerted to develop these states. Such has, however, not been the case in China. China, under the Manchu Government, regarded the dependent states as undesirable and unnecessary. Formosa, before it was ceded to Japan, cost the Peking Government millions of dollars a year for the maintenance of government in that territory. As it was a waste of revenue, the cessation of this island to other powers was gladly made without the slightest feeling of regret. Annam was ceded to France after China won the last battle! China never realized the usefulness and importance of these dependencies as a means of protecting China proper. Today, we find the British have entered Tibet, and the Japanese have entered the Three Eastern Provinces, etc. The only reason for this is that as the frontier barriers have all been lost, China proper is now exposed to the danger of becoming the next "prey" of the invaders!

Invasion From All Sides

By ceding Korea to Japan, Manchuria is facing the Japanese invasion. By ceding Formosa and Pescadores Islands to Japan, the Fukien Province is in danger. In the notorious Twenty-One Demands the Japanese expressly demanded the lease of Fukien. By ceding Burma to Britain and Annam to France, Tibet and Yunnan are in danger. In the north-west of China, another dangerous neighbor—Russia—has been keeping on pushing into Chinese territory. The recent murder of the king of Outer Mongolia indicates the seriousness of the situation. Today, we have heard and talked very much on "national defence." But we like to remind our Chinese that at present China is entirely "unprotected", and is further facing foreign invasions from all sides. China's boundary demarcation is one of the most important diplomatic problems which has to be settled within the shortest possible time.

Causes of British Annexation of Burma

Before entering into discussion of this subject, it is well to keep in mind what was going on in Europe in the 18th and 19th centuries. Students of modern history will know that during this time the Europeans were greedy to devour all weak states and were anxious to occupy all the unoccupied territories. To put it in other terms, it was the day of European Territorial Expansion and Cultural Conquest into Africa and the Far East. Not only this, it was also the time when the white people were struggling among themselves for territories in other countries.

Reports from the Blue Book (1) indicate that the annexation of Burma by Britain was due to the fact that as the British in Burma were badly treated by the Burmese, the British were forced to annex Burma at last. Papers relating to Burma in the Blue Book are full of accounts of ill-treatment of certain British subjects by Burmese authorities; forcible seizure by Burmese officials of certain persons on board the Irrawaddy Flotilla Co.'s steamer; the massacre at Mandalay of members of Royal Families and the remonstrance of the Government of India; assault on the Captain of the Irrawaddy Flotilla Co.'s steamer; and forcible abduction of certain passengers, etc.

But a close study of the history of modern Europe will reveal to us that the bad treatment of the British by the Burmese or the revolt in Burma which led to the final annexation of Burma by the British was only the match lighting the fire. It was not the real cause. Britain got control of India and established her empire there. But the British were threatened by the French attempt to get some territory in the southern part of China and the Russian ambition to come down through Chinese Turkestan to find a warm sea port in the Persian Sea. The British could not but take vigorious steps to expand their Indian empire in order to shut off Russians from coming down and the French from approaching too near.

"Between Turkey on one side and China and India on the other, is an intermediate zone which may be well called the 'middle East' in which the clash of Russia and Britain menaced the peace of Europe for generations. For to the British imperialists, the Middle East was tremendously important as a zone of defence protecting British India from European rivals, above all from Russia. For Russian imperialists, such a region was not only a natural field of expansion south from the Caucasus and Siberia and an approach to India, but also a possible warm water outlet on the Persian Gulf."(2)

"It was left to Great Britain to play the leading role in empire building during this period. The industrial revolution had brought her wealth and the necessity of having a world market. Restless adventurers and zealous missionaries became unofficial agents of imperialists. The menace west of Asia forced Britain to extend the frontier of India northward".(3) "When France obtained Mekong valley together with railway and mine priviliges, the British protested and were appeased by the extension of the boundary of Burma."(4)

British Aggression

"On the east side of India, the British began to extend their influence in 1824 by invading Burma which was finally annexed after the capture of Rangoon in 1852. The leasing of Singapore from the sultan of Johore in 1824 was another master stroke of farsightedness. When Hongkong was added 16 years later by conquest from China, the British had laid the foundation from Europe to the Far East both by the Mediterranean and by Cape of Good Hope."(5)

The Actual Annexation

1. The First Anglo-Burma War: The Burmese who witnessed a period of expansion and prosperity under Alompu, demanded of Lord Hasting that he should surrender Chittagong, Dacca and some other territories, which they claimed as original dependencies of Arahan. His refusal and encroachment on Burma by siezing Cachar, a district of Bengal and a little island on the coast of Chittagong produced war. In 1824, the British opened attack and the war was renewed in 1825. Finally the British advanced to within 45 miles of Ave(the capital) and a peace was signed at Yandaloo in 1826, by which the Burmese ceded Assas, Arakanm and the coast south of Mataban, and gave up their claim to the low province.(6)

2. The Second Anglo-Burmese War: "War between British and Burmese again broke out in 1852. Rangoon, Bassein, and Prome were all siezed and Pepu was annexed by the British. A peace was drafted but the commissioners could not come to terms. The war was thus ended without a treaty's being concluded."(6)

3. British enter into treaty relationship with Burma: "In 1867 a treaty was concluded with Burma by which British vessels were allowed to navigate in Burmese waters."(6)

4. Formal Annexation: "King Thebaw of Burma was favorably inclined toward the French, and gave them the right to build a railway from Tonking to Mandalay, and establish a bank and exploitruby mines. Apparently he was endeavoring to play the French off against the British, who (in India) were a close and therefore dangerous neighbour. The British learned of the French peaceful penetration. The climax came when King Thebaw attempted to transfer to the French the rights of a British trading company. Protests to France were no use. The British took the abrupt step of sending King Thebaw a cool ultimatum requesting him to welcome a British representative and follow a British adviser in his foreign affairs. Thousands of British invaded Mandalay capturing King Thebaw and sending him in safe custody to India. Then the viceroy of India announced in Jan. 1886 that the Kingdom of Burma was annexed by British India. So easy was it, in those days, to conquer an Asiatic kingdom larger than France."(7)

In 1886 a convention was signed with China by which the transfer of the country to Britain was recognized. In other words, the British "devoured" Burma in three gulps. "On the northeast, Assam was wrested from Burma in 1824, then Lower Burma in 1856, and finally Upper Burma in 1886. The mountain states of Bhutan and Nepal, while not actually annexed, virtually became vassals of British India. (8)

British Attempt To Annex Tibet

The imperialists are always discontented people. Before one piece of territory is annexed, they have already begun to plan for the annexation of another. With Burma coming into their possession, it is natural that they would push further into Chinese territory—Tibet and Yunnan!

"To the north of India lay the independent states of Nepal and Bhutan, and the vast Chinese dependency of Tibet, with its stores of salt, soda, potash, gold, iron, and borax, awaiting development. It was not necessary formally to annex Nepal

(1) Refer to Blue Book—Papers Relating to Burma.

(2) Imperialism and World Politics—by Parker Thomas Moon, P. 317

(3) Modern World History—by A. C. Flich, P. 424

(4) Same, P. 275

(5) World Politics—by Adam Giffons. P. 76

(6) Dictionary English Ouyhil History, P. 194

(7) Imperialism and World Politics—by Parker Thomas Moon, P. 317

(8) Social and Political History of Modern Europe—by Hayes, P. 665

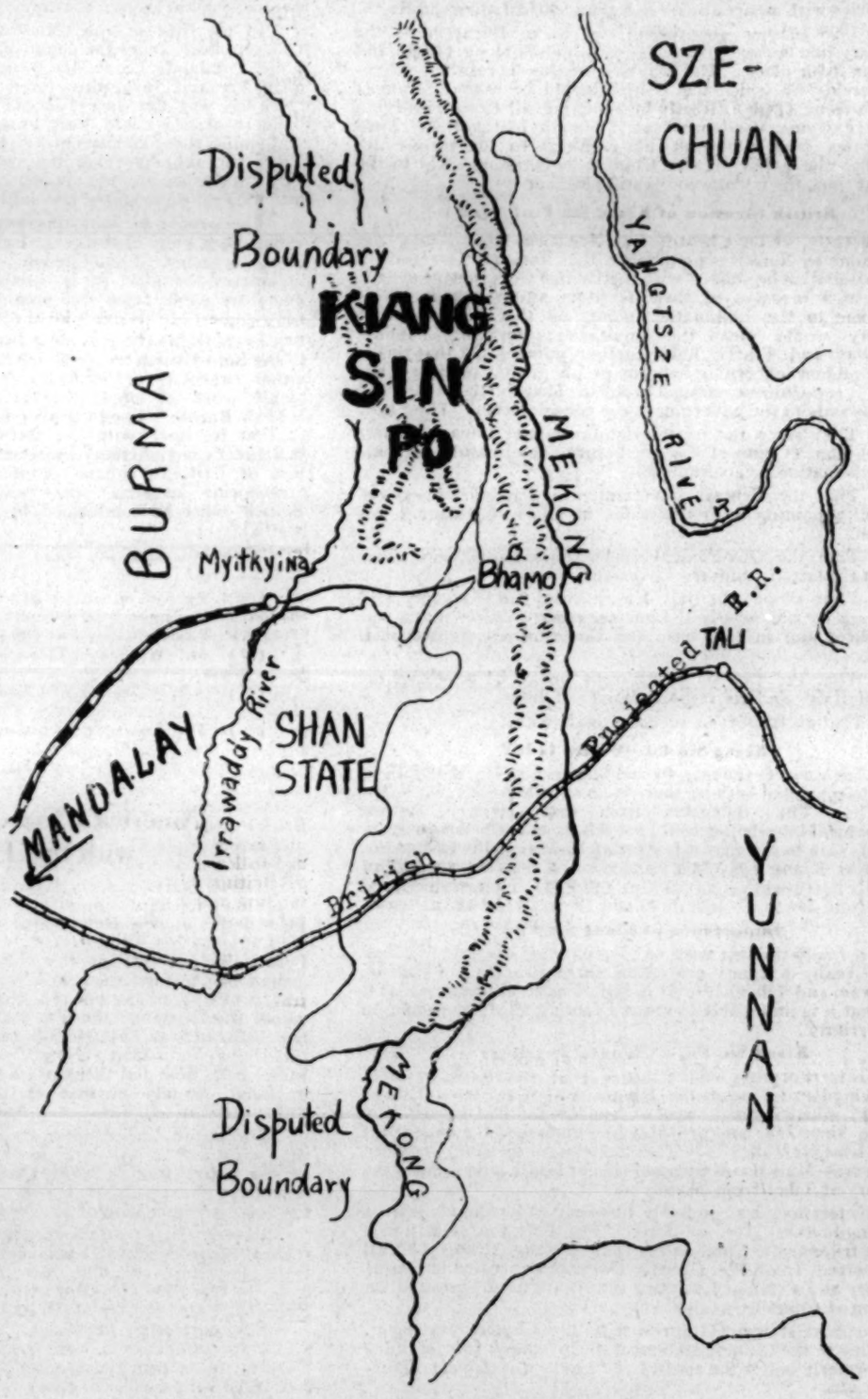
and Bhutan: they naturally became quasi-independent proteges of the British. In Tibet, however the British encountered obstinate opposition on the part of the Chinese who were determined not to let Tibet slip out their grasp. Nevertheless, China was unable to prevent the British in 1904 from negotiating directly with the Tibetan government at Lhasa for concessions to British-Indian traders, and when in 1912 the Chinese government attempted to treat Tibet as a Chinese province, Great Britain insisted that China was no more than nominal suzerain of Tibet. Encouraged by Great Britain's attitude, the Tibetans rose in rebellion against China, expelled all Chinese soldiers and officials from their country, and defeated the small expeditionary armies sent out from China. Diplomatic negotiations led to the formulation of a convention in 1914, whereby Tibet was to be divided into Outer and Inner Tibet. China retained a mere fraction of suzerainty over the whole territory and engaged not to interfere at all in the affairs of Outer Tibet. Upon refusal of the Chinese government to ratify this Convention, Great Britain gave notice that China would be deprived of whatever advantages remained to her in Tibet. The ultimate fate of Tibet could hardly be in doubt; China would find her nominal suzerainty but a thin thread whereby to secure Tibet against the mighty attraction which had already drawn Burma into the British Empire.(9)"

British Invasion of Pi-Ma (馬岸)

The British invasion of southern China is divided into two routes—one entering Tibet and the other entering Yunnan. Pi-Ma, lying west of Yunnan, which is really the key to Yunnan, and which must necessarily be protected if Yunnan is to be protected, is the first territory that the British have long been anxious to occupy. The British attempt to invade Pi-Ma was animated by the knowledge that should this territory be controlled by them, a large tract of land—mostly uncultivated—lying in the extreme west of Yunnan, would fall into their possession without a single shot being fired. Further, after being in occupation of this territory, the imperialistic British could push further north-east into the center of Yunnan and also into Tibet and Szechwan. The building of an auto road between Pi-Ma and Myitkyina, which is connected with Mandalay by a railway, manifested very clearly the real intent of the British imperialists.

In the winter of 1908 about two thousand British soldiers were sent from Myitkyina into Pi-Ma and actually occupied that territory and further declared that west of Kao Li Kong Sen (高萊貢山) was to be British territory. In the next year, the Yuanuan local authorities wired an urgent telegram to the Peking throne reporting that the British had built many forts in strategical places in Kao Li Kong Sen, and further that they were on the way to Lu Kiang (瀘山) and Li Kiang (麗江). Li Ching Hsi, then the viceroy of Yunnan negotiated with the British for the evacuation of the British troops but the British imperialists turned a deaf ear. From that time, the British kept on pushing into the center of Yunnan. The Manchu Government, being puzzled by the negotiation, had the intention of leasing Pi-Ma to Britain. Before the case was settled, the first shot of the Chinese revolution in Wu-chuang caused it to be dropped.

In the second year of the Chinese Republic, the Yunnan tuchun in an urgent telegram to Peking again reported that about six thousand British soldiers were coming into Pei-Ma.



Sketch Map Showing Disputed Burma Boundary

But the Great War of 1914 caused a delay of the British invasion of Pi-Ma.

Sino-British Boundary Negotiations

Before going further, let us study some of the Sino-British treaties regarding the Yunnan frontier problem. By the treaty of 1886, the British formally annexed Upper Burma

(9) Social and Political History of Europe by Hayes, P. 569

but with the provision that the tribute to China should continue to be paid (Articles 1 & 11).[10] This arrangement continued until 1895 when the last Burmese tributary mission visited Peking. The humiliation of China by Japan in that year destroyed the last lingering remnant of Chinese influence over her neighbor. Following upon the loss of Burma, came the surrender of Chinese suzerainty over Nepaul and Sikkim by the treaty with Britain (Article II). By treaties of 1894 and 1897, largely due to the British aggression and partly due to the ignorance of the Chinese negotiators, China lost her frontier territories with an area of no less than 600,000 square miles.[11]

In 1935 another negotiation on the modification of the boundary line between British Burma and Si-Kong (西康) and Yunnan took place. The negotiation almost resulted in another treaty by which the British would be able to connect with Si-Kong (西康) directly by annexing all territories lying to the extreme north-west of Yunnan had not the local authorities sent a stream of petitions to the throne denouncing the policy of the Chinese negotiators. Up to the present time, the negotiation is still pending.

British Invasion of Kiang Sin Pu (江心坡)

Recently, we have heard of a delegation from Kiang Sin Pu coming to Nanking petitioning the National Government that negotiation be started with the British Government to stop the British invasion of their territory adding that the crisis has come to the culminating point, and that the loss of that territory would mean the simultaneous loss of Yunnan, Szechwan and Tibet. They further pointed out that this is not a problem concerning only the people of that territory but rather it is a Chinese national problem. They further submitted six proposals to the government for consideration. They are:

1. That since the territory and people of Lima were part of the Han (Chinese) empire before, they should now come under the national Government.

2. That the Central Government send an official seal and written appointment to the ruler in Lima, confirming his position.

3. That the Government deal with the British authorities against the latter's military movements there.

4. That should the British authorities fail to comply with the requests the people at Lima are ready to enter into a war with them and in that case the Government's assistance is sought.

5. That the British government be asked to release the five chieftains and six representatives of Lima.

6. That all traitors be severely dealt with.

Kiang Sin Pu—Where Is It?

If one turns to the map to find Kiang Sin Pu, he will be much disappointed because there is no such territory as Kiang Sin Pu. The delegates from that territory, lacking geographical knowledge, could not tell us exactly where it is. But it is safe to say that it is west of Pi-Ma, and it is between Mali Kai Kiang (瑪立開江) and Nmai Kai Kiang (恩悔開江) probably north-west of Myitkyina (密支那), a British territory. It lies from 24° to 27° longitude and 19° to 23° latitude.

Importance of Kiang Sin Pao

It is really the left wing of Yunnan and the gate to Tibet. "It is really a fence protecting three provinces (Yunnan, Szechwan, and Tibet)".[12] It is full of mineral resources. It is clear that it is impossible to grant a footing to other people in that territory!

Kiang Sin Pu, a Chinese Territory

This territory has belonged to Yunnan many centuries ago. "This kingdom (it means the Kingdom of Carajan or Tali-fu (大理府), which is north west of Yunnan-fu) had subsisted in Yunnan since 738, and probably had embraced the upper part of the Irawadi Valley".[13] This includes all territory between two rivers—Mali Kai Kiang and Nmai Kai Kiang—up to the boundary of Tibet from Myitkyina.

This territory was probably formerly under the control of the Kingdom of Muli or Mili. "The Kingdon of Mili first became tributary to China in 7th year of Yang Cheng (1729). He received from the Chinese Government sealed letters of authority and a stamped warrant similiar to those bestowed on the King of China".[14]

The above statements agree with the Chinese statement. According to the Chinese statement, the people of this territory were formerly under the control of "Limi" (or Lima) chieftain which has practically the same sound as Mili or Muli. According to the Chinese statement, "the official seals, arms, guns, etc., given by Emperer Li Ing of the Ming Dynasty (1403 A. D.) and official documents given to them at the end of the Manchu Dynasty could still be found in the local Yamen of that territory". (15) In the 7th year of Yangcheng, the natives of that territory did send some tribute to Peking, such as tiger skins, etc. "The people of that territory were classified as one of 140 kinds of the Yunnan people". (16) "In the 35th year of Ch'ienlung (1770), the Manchus appointed two viceroys to govern thatterritory". (17)

In the time of the Chinese "naval supremay" when the Chinese fleet under the command of Chang Ho conquered the Loochoo Islands, Cambodia, Bengal, Burma, Malacca, Borneo, Sumatra, and Java, this territory was certainly included. "Peking was far away; it did not seem possible that the Chinese armies could ever cross these mountainous barriers and punish these enemies of her vassals, but they did do so. They not only overtook the retreating Goorkhas laden with loot, but destroyed the invaders and descended into Nepaul and brought the country into subjection to Peking"(18)

The people of that territory worshipped Chu Ga Wu Hu (諸葛武侯) one of the great loyal courtiers of the Eastern Han Dynastry. These people always claimed to be Han (Chinese) people. It is further pointed out that "their ancestors came from the people who were brought there by the conquest of this great loyal courtier".

From the above, it is clear that there is not a single word in the Sino-British treaty which has ever given that territory, either expressly or impliedly, to the British. Nor is there any single word of proof that the territory has ever belonged to British Burma. Then the presence of even one British soldier in that territory with the intention of occupation in there is a direct contradiction of international law, and a gross violation of Britain's solemn promise (19) to respect Chinese "territorial integrity and political sovereignty", and the British must be condemned by all civilized nations in the world!

Shanghai, April 20, 1929.

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(10) Refer to "Treaties, Conventions, etc. between China and Foreign states," Published by I. G. of Chinese Maritime Customs.

(11) Mr. Wang Lang-Tsung's account on the invasion of Pi-ma by British.

(12) From Yunnan Chung Tse

(13) Travels of Marco Polo—by Col. Yule, P. 48.

(14) From Peking to Mandalay—by R. F. Johnston, P. 432

(15) Petition submitted to Ministry of Foreign Affairs, Nanking, by the Research Society on Yunnan-Burma Boundary Problem.

(16) Yunnan Chung Tze. (雲南通志)

(17) Mr. Wong Lang Tsung's account of the invasion of Pi-ma by the British.

(18) A Short History of China—by Edward Thomas Williams, P. 240

(19) The Washington Pact relating to China.

America's Expanding Trade with the Far East

United States exports to the Far East for 1918, according to preliminary figures published by the Division of Regional Information of the Department of Commerce, Washington, D. C. showed a 10 per cent increase over the year 1927. Practically one-half of the increase was due to the growing demand for foreign goods in China and the efforts of Chinese traders to avoid anticipated higher tariff rates. The total value of exports to the Far East was placed at $820,149,000 for 1928 and at $744,940,000 for 1927. Exports to Japan, the Philippine Islands, New Zealand and Netherlands East Indies were high, but there was a loss of 15 per cent in sales to India, largely because of the increased production of cotton there and an advance in American cotton prices.

The entire merchandise trade of the United States with the Orient in 1928 amounted to $2,000,572,000, or 22 per cent of the entire foreign trade. Imports showed an 8 per cent reduction, the result of lower rubber and silk prices and the depressed condition of the American wool industry.

Sixteen important commodities and their products constituted approximately 80 per cent of the total exports. Of these, the most valuable, raw cotton, sustained the heaviest loss. In 1927 $159,773,000 worth of raw cotton was sold to the Far East and in 1928 only $153,669,000 worth. Of American cigarettes, 10,000,533,000 or 87 per cent of the total sold in foreign markets, were bought in Far Eastern markets. Exports of automobiles increased from $84,200,000 to $95,054-000. (All values in U. S. gold)

Thirteen articles—silk, rubber, jute, tin, coconuts, sugar wool, hides, furs, tea, wood oil, cotton and coffee, with their products—constituted 81.6 per cent of the imports. Imports from China, Japan and the Philippine Islands showed decreases of 7 percent, 4.6 per cent and 4. per cent respectively, while exports to the same countries showed increases of 64 per cent, 11.8 per cent and 15 per cent, respectively.

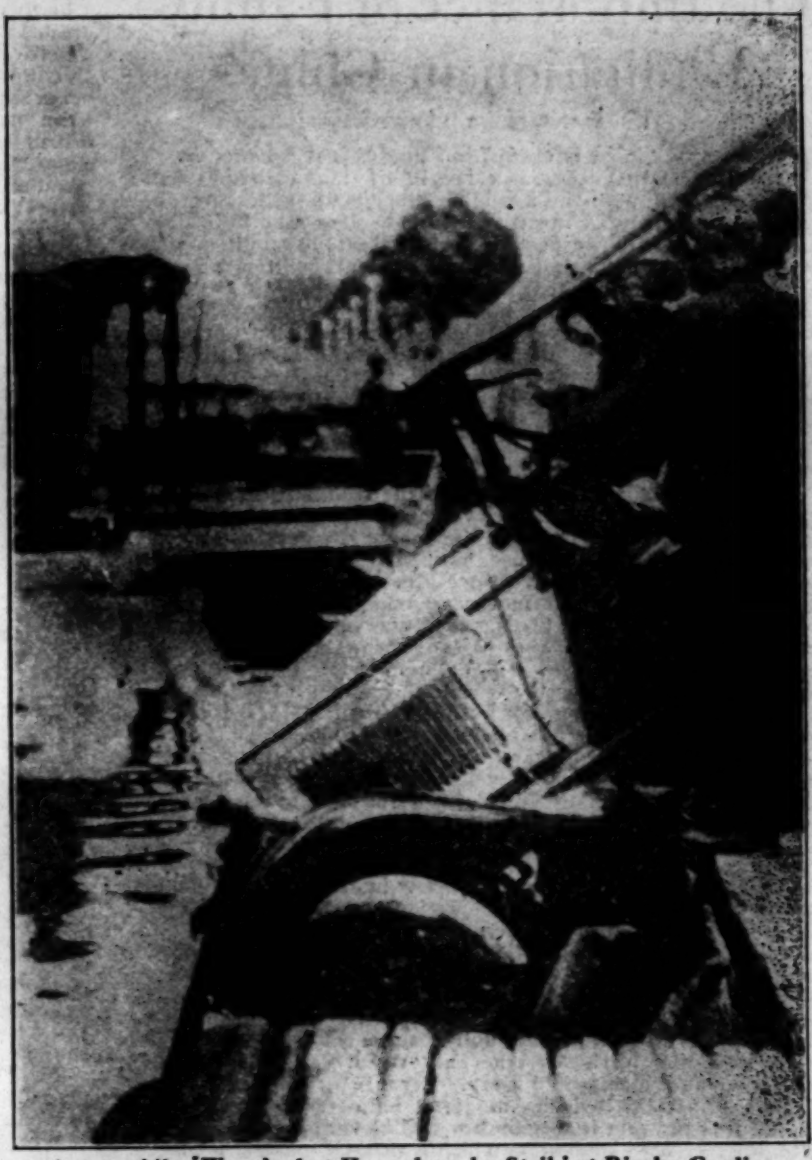
Hangchow Ricsha Coolies Up in Arms Against Motor Buses

The introduction of motor cars into China has incensed the ricsha coolies, just as the introduction of the improved steam looms of Arkwright incensed the weavers of England a century ago. The reaction has been the same—a flare-up of opposition accompanied by violence, with the vain hope that the old order might survive. The most serious example of this kind to occur recently was when at the beginning of this month the ricsha coolies at Hangchow, of whom there are about three thousand, went on a rampage against the motor buses which have been taking their customers away from them.

The Hangchow incident had its origin in several causes, s ome immediate and others remote. During the Easter holidays the Yung Hua garage at Hangchow sent its whole fleet of motor cars to the railway station to secure the business of the arriving passengers and the autos were so well patronized that the ricshas hardly received any customers. The ricsha coolies were so enraged that they began to throw stones at the cars, with the result that the cars were damaged and several of the passengers injured. The police, after investigating the affair, arrested some of the ricsha coolies.

It is to be noted that owing to repair work going on along the old motor highway, which runs on the outside of the city, the buses and autos are compelled to detour through the city itself.

The coolies then went on strike and began militant action. The ringleaders tried to forbid not only ricshas but autos as well from running. When they found that some of the coolies continued to pull ricshas the leaders removed the rubber tires from the ricshas, or punctured them. They also did the same to the tires of autos wherever they could find them. One of the results of the trouble was that the Municipality took a hand in the matter, and the Mayor promised that no buses should run in the city. On that understanding the strike was to come to an end, but the leading spirits among the coolies were dissatisfied and on the morning of April 7 incited the majority of coolies to go on a rampage. They formed into a mob and at the New Market they began breaking up all the rischas they could find. Next they rushed the Yung Hua garage and did all the damage to the cars they could. The Department of Public Safety then rushed a large force of police to the spot, and by firing into the air they restored order for a time. But the coolies were far from subdued. That same afternoon they made further mass attacks. The mob pulled hundreds of damaged ricshas and also five motor cars to the banks of the West Lake where, after drenching them with gasoline and kerosene, they set them on fire.



Automobiles Wrecked at Hangchow by Striking Ricsha Coolies

Scene at West Lake, Hangchow, Where Ricsha Coolies Wrecked and Burned Competing Automobiles

The coolies made the following demands on the authorities, part of which have been granted:

(1) That the five coolies who had been detained on account of the Easter incident should be released, (2) that motor cars should not run inside the city, (3), that buses should not be allowed to ply for hire at various stations mentioned, (4) that bus fares should be increased to the same rate as rickshas (5) and that the Yung Hua garage should be removed to Ling Ying.

Legislatve Yuan Adopts Provisional Civil Code

The General Principles of the Civil Code, passed its third reading at the meeting of the Legislative Yuan, April 20, and after having been adopted were submitted by President Hu Han-min of the Yuan for approval by the State Council. The *Kuo Wen* news agency says that the new Law is to be regarded merely as a provisional measure for enforcement during the period of Political Tutelage. A more comprehensive law is to be drafted to replace this when the conditions of the country are ripe for the institution of Constitutional Government as instructed by the late Party leader, Dr. Sun Yat-sen.

The Importance of Family Limitation in China

BY MAXWELL S. STEWART

TO say that "labor is cheap" in China is just another way of saying that there is a surplus of human beings as compared with the available amount of land, natural resources and capital. For it is useless to deny that China is overpopulated with respect to her present possibilities of wealth production. The misery of her present condition is simply an index of the fact that there are more people to be fed than can be supported on her limited amount of fertile soil and available natural resources. While it is no doubt true that there are ways by which the productive power of the nation could be considerably increased, yet the construction and development of such potential sources of wealth as railways and factories require the utilization of great quantities of reserve wealth which China does not possess herself and cannot accumulate in her present impoverished condition.

And yet if China turns outside of the country for the necessary capital for economic development, she can hope for little genuine aid, for as a weak nation she has been and must be subservient to the wealthier nations of the West. Under the prevailing rules of what we are pleased to term "economic imperialism", China must mortgage much of her potential wealth in return for such assistance as may be extended her at the present time. By the very rules of the game, any surplus that might be thus secured will fall not to the Chinese who produce it, but to those who advance the capital. If China is to look for her salvation solely in the economic field, the odds are a thousand to one against her; for in the economic arena the profits go to the strong, and China's prospect is slim indeed. She simply cannot hope to develop her industry against the the competition of established Western industry to the degree necessary to supplement her inadequate agricultural resources.

China's High Birthrate

China's problems are further greatly intensified by the fact that despite her surplus of population she has one of the highest birth-rates of any modern nation, even though any considerable increase of population is prevented by the unfailing presence of the twin specters of famine and pestilence. However, with the advent of modern medicine and the adoption of sanitary measures, it is to be expected that the death-rate may be decreased, and unless there is a corresponding decrease in the birth-rate, the only result can be increased population and increased misery. Because of this fact any additional wealth which modern industry or scientific agriculture can bring to the country will inevitably be swallowed by the increased population which is thereby made possible; and unless there is restriction of births, no amount of technical improvement is likely to relieve the misery of the country.

A glance at the world situation will show that it is precisely those countries which are the wealthiest which have the lowest birthrates. In 1924 England had a birth-rate of 18.8, France 20.0, and the United States 23 per 1000 of the population. In China there are absolutely no statistics which can be accepted as even reasonably accurate, but the birth-rate is usually estimated as lying between 35 and 40 per thousand of the population. The death-rate is thought to be practically the same. It is important to notice that the birth-rate of all of the more advanced Western nations has fallen to a marked degree in the past generation while that of China is apparently unchanged. The result is that China, already greatly handicapped in the world's struggle by a surplus of stomachs to be filled, must face the future further burdened by the continual arrival of unproductive infants the majority of which will die before reaching maturity. For we must remember that a country having a high birth-rate and a high death-rate will at any one time have a larger proportion of dependent children for each productive adult than a country with lower birth and mortality rates. This in itself indicates a tremendous economic waste to say nothing of the criminal wastage of human life and happiness.

Large Families a National Handicap

From purely an economic point of view, it is obvious that there is no fundamental cure for China's ills unless there be a marked decrease in the fecundity of the race. Looked at from a broad racial or biological standpoint there are marked tendencies pointing in the same direction. It is well-known that the infant-mortality rate for children coming from large families is much higher than for children born in small families. Geissler, for example, found that the number of deaths during the first year of life for children who were the tenth, eleventh, and twelth born in their families was more than double that of children who were among the first five born to the family. A high death-rate indicates weaker children, and points to a progressive enfeeblement of the race. Closely coupled with the devitalization of the future generations is the terrible price paid by the mothers of the land. There are very few women indeed who can bear more than five or six children without a serious drain on their health; from this one cause alone, the social cost of large families must be tremendous. In addition there are many others for whom motherhood means virtually certain death, and who must prevent further pregnancies at any cost. And although the burden falls chiefly upon the motherhood of the nation, the father also must pay his share in the continual struggle to make ends meet. Taken all in all, the price of large families is ill-health, poverty, worry, ignorance, and a high death-rate. A nation of large families is handicapped physically, intellectually, and socially in the struggle of life.

If the traditional sanction of large families could by some means be undermined and broken down, it would make possible in China the building of a sound economic structure from the ground up. It would mean that each family would be able to set aside some small part of its meager income as savings which would provide the capital so desperately needed for economic development. It would mean that the children of this generation would be better fed, clothed, and educated than their parents were. Family-limitation would also lay the foundation of a sturdier race more alert to face tomorrow's struggles. By these means alone can China hope to hold her own in the conflict of the nations.

Birth-Control Information Welcomed

However, most people shake their heads at the prospect of introducing such a revolutionary concept as birth-control into China. The entire weight of the old Chinese family system, forming as it does the very essence of Chinese society, seems to be antithetical to anything savoring of family-limitation. Moreover it is a known fact that in any society, conservatism finds its strongest rampart within the home, and in family relations the Chinese are conservative above all peoples. Nor will the old traditions give way until the average households come to realize the value of a restricted family as a solution of their own personal and domestic problems. They are unlikely to be perturbed over the future of the race, but they are certain to be tremendously concerned about anything which affects their own welfare. And, surprising as it may seem, there is considerable evidence that Chinese families of all social classes at the present time actually welcome birth-control information if the matter is broached with sufficient tact. It simply is not true, as E. A Rose says of Orientals, that "with these folks economic necessity does not prompt to family limitation"; it is only because the possibility of birth-restriction has not been open to them, except through infanticide, that it has not been practiced. Today, according to social workers, the average poverty-stricked Chinese family will readily agree even to sterilization once they are convinced of its harmlessness.

Knowledge of the means of birth-restriction should be of tremendous value to millions of homes throughout China. In the first place it means the lightening of the economic burden on homes of all classes. That means more and better food for all; it means that better provision can be made for sanitation and health; it means the possibility of an education for millions who would otherwise grow up in darkest ignorance; and it means freedom from the curse of child labor.

Benefits of Voluntary Parenthood

The second benefit to be gained from a limitation of off-springs lies in the increased health and energy of those children who are born because they are wanted. Together with a sturdier inheritance, they are in a position to profit from an additional amount of parental care and better all-around conditions of life. Babies should not come into this world until they are definitely desired by both parents, nor until there is a reasonable degree of assurance that they can be provided for up to the limit of the parents' vision. Psychologically, too, wanted children are bound to profit from the atmosphere existing in a home where they are truly welcomed. Can anyone estimate, for example, the amount of human suffering found among Chinese women who, as girl babies were not wanted in their homes, were made to feel that they were intruders? Modern psychology would trace a large proportion of all anti-social conduct to unsatisfactory home conditions, and children born in a home atmosphere made poisonous by the fear of the advent of another child, or by the constant strain to make ends meet, are handicapped throughout life.

The third advantage for the home will be found in the improved status of the mother. Not only will the physical burden of child-bearing be lightened, but she will also have sufficient leisure and energy to develop those interests which

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National Armies Are Triumphant Everywhere

During the past week the recalcitrants against the National regime have fared badly, both in Central China and in Shantung. The ex-bandit tupan of Shantung, Chang Tsung-chang, has once more fled, apparently to the Japanese-controlled port of Dairen and his spectacular Shantung adventure seems to be at an end. The Nationalist flag is flying once again at Chefoo—for the third time during the past year. Likewise in the Yangstze Valley the National authorities seem to have the situation fairly well cleared up.

Southern Honan in National Hands

The official *Kuo Min* news agency reported on April 22 that Southern Honan had been completely freed of Kwangsi troops, and that Yungchow, which had been previously occupied by insurgents, had fallen into the hands of the Hunan provincial forces. The Kwangsi units were reported to have retreated to Kweilin, northern Kwangsi. Commander-in chief Chiang Kai-shek was expected to arrive at Changsha at any moment to preside over the ceremony of installing the new National appointees to the Hunan provincial government. In the Upper Yangtsze region the rebel generals Hu Tsung-tao and Tao Chun were completely defeated, through combined attacks from the National gunboats and troops assisted by airplanes. The National admiral, Chen Shao-kuan, effected a landing at Shasi on the 19th and he reported that he could not find any traces of rebel troops in or around that city. It is understood that the rebel generals who surrendered will be allowed to go abroad, their commands being reorganized under General Li Shih-chao Cheng Ju-wei, Yoh Ning, and Chang Yi-shun.

Chiang Kai-shek is Forces in Hupeh

On April 21 Chiang Kai-shek disposed his forces in Hupeh as follows and announced that no other Government troops would be allowed to be stationed in the Wuhan area apart from those specially designated and that all newly organized forces from the front would be concentrated at Yucheng and Hwangkang for further instructions:

The 18th Division under General Lu Tih-ping, Gendarmerie-Commander for Wu-Han, to be stationed in Wuchang.

The 11th Division under General Tsao Wan-hsun, in Nanhu.

Two Brigades of the 1st Division under General Liu Chih, of Sinyinfang in Hankow, and one Brigade in Hwangpei.

One Brigade of the 2nd Division under General Koo Tso-tung, in Hanyang, and four Battalions in Hankow.

The 9th Division under General Chiang Ting-wen, in Shenkiaki, Siaokan and Yikiatun.

The 1st Brigade of the Gendarmerie Corps, in Tsaitien.

The 3rd Independent Battalion, in Yanglo.

Yunnan's Offer of Help

A telegram from Hankow April 21 stated that Divisional Commander Lu Han, personal representative of General Lung Yun, Chairman of the Yunnan Provincial Government and concurrently newly appointed Commander of the 10th Route Army of the Expeditionary Forces against Wu-Han, had arrived there from Yunnan and immediately called upon Commander-in Chief Chiang Kai-shek to submit a detailed report of general conditions in Yunnan and to inform the Commander-in-Chief of the Yunnan Provincial Government's readiness to support the Central Government in completely exterminating the Kwangsi militarists for the unification of the country.

Feng Yu-hsiang's Position

The situation as regards General Feng Yu-hsiang continues to be somewhat of an enigma. The telegrams alternate with information as to the state of his health and hints as to the kind of appointments he would like to have made in the districts under his immediate control. One report had it that he intended to travel abroad, another that despite his physican's advice he would shortly proceed from Hwashan, Shensi, to the Capital so as to allay all fears or rumors that there was any possibility of clash between his troops and those of the National government. Probably the real situation is contained in a *Reuter* telegram from Hankow April 22 which referred to the "vexed question of major political appointments." It was stated that General Chiang Kai-shek's delegate, Shao Li-tse, who is at present visiting Marshal Feng Yu-hsiang, bears an offer that the post of Chairman of the Provincial Government seall be given to Marshal Feng's nominee, Liu Chi, and that of Commissioner of Education to his *protege*, Meng Hsiang-chang, though it is understood that Nanking stands adamant with regard to other appointments in the Provincial Government.

The National Flag Flies Again at Chefoo

Reverting to the situation in Shantung, the authentic story of the defeat of Chang Tsung-chang seems to be that General Liu Chien-nien made a sortie from the west gate of Muping last Sunday night with 700 men, and although his men were cut off by Chang Tsung-chang's forces they broke through Liu Kai tai's troops and escaped into the hinterland. Then events followed with dramatic suddenness. Everything seemed to be in Chang's favor. When Liu's forces broke, Chang followed up his success and invaded Muping, and is stated actually to have taken Liu prisoner in some hand-to hand fighting. Chang ordered the five-barred flag hoisted at Muping and appointed General Sun Tien-ying to take control of the city, placing 2,000 troops under his command. Hardly, however, had Sun got this post than he revolted against Chang, declared for the National government and released Liu. Nonplussed by the turn of events Chang beat a hasty retreat during the night, and ordered his troops to fall back on Fushan after a hurried conference with his subordinates, many of whom then already made up their minds to flee to Dairen. Marshal Chang remained at Chefoo until the early morning of April 23 when he boarded a junk, and from there is understood to have boarded a steamer for Dairen. The revolt against Chang seems to have been general, among the generals turning over to Liu being Huang Feng-chi, thus bringing Liu's forces up to about 10,000.

General Liu made immediate preparations to return to Chefoo, and the Chief of Police whom he appointed called on the Consuls at Chefoo April 23 and stated that Liu's former officials would all return to their posts immediately at Chefoo.

The Situation in Kwangtung

As regards Kwangtung province a *Kuo Men* telegram from Canton April 21 stated that at a special conference of the leading military commanders called by General Chen Chi-tang, Special Representative of the Central Disbandment Committee, it was decided that, in the event of General Huang Shao-hsiung, Chairman of the Kwangsi Provincial Government, continuing his defiance of the Central Authorities and ignoring the wishes of the Kwangtung officials to preserve peace and order in the south, drastic measures would be adopted by the Kwangtung Provincial authorities to deal with the situation. In this connection Gen. Li Chi-sum, who is being detained at Tongshan hot springs near Nanking, by Gen. Chiang Kai-shek, is stated to have written a lengthy personal letter to Li Tsung-jen and Pai Tsung-hsi advising these two dismissed officials to retire from active service and go abroad, suggesting at the same time that Huang Shao-hsiung should lead the so-called Kwangsi troops in obedience to the Central Government's orders.

In his letter General Li begins by explaining that the reason for his coming to Nanking was to clarify his attitude and position as regards the Hunan Incident and that since moving to Tangshan, he has been well treated. In the meantime, General Li states, he has availed himself of the opportunity to study the ancient classics and philosophical works to improve his own knowledge.

Continuing he says: "I have kept quiet all the time because having been adjudged guilty, I did not wish to say anything, lest I may make a wrong utterance which will make matters worse. In reading the daily papers, however, I have not found any statement from both of you and am puzzled by the fact that you have allowed our subordinates to defy the Central Governmet. I read also lately of a secret message from Teh-lin (Li Tsung-jen) in which it was said that I had sent an order to Li Cheh-lin (a subordinate Kwangsi Commander). While this has since been denied by Li (Cheh-lin) himself and while our own conscience is clear there exists, nevertheless, some doubt as regards our sincerity in the minds of the public.

"The President has repeatedly told us that the Central Government is not a government of any one particular individual and that no suspicion should be entertained towards any single person in the Government. Our seniors likewise have said that by supporting and consolidating the Central Government we can obtain peace, and that when peace is maintained for a longer period and the sufferings of the people are mitigated, then we can hope to carry out the constructive program of the Revolution. This was why we followed the President to Peiping last year and remained there through the Disbandment Conference. Circumstances, however, prevented us from being in close touch with the Central Government, and suddenly we found ourselves unable to maintain the status quo. We were misled into believing that the little service which we had rendered in the cause of the Revolution deserved great consideration and placed ourselves among the great. Is it any wonder that our presumption has led us to disaster? During the Disbandment Conference, General Feng Yu-hsiang suggested that the titles of Commander-in-

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Dr. Chang Po-ling Speaks on Manchuria

BY. J. D. MONRO

DR. Chang Po-ling, president of Nankai University, Tientsin, speaking at International House, New York, on March 15, gave an interesting outline of the economic and social situation in Manchuria to-day, including some facts and figures not previously known to the public. Dr. Chang left China three months ago, and has been endeavoring, since his arrival in San Francisco, to make clear to Americans some of the more complicated aspects of the Chinese problem.

Mr. Liu Chieh, chairman of the Chinese group at International House, in introducing Chang, started by remarking that, in the eyes of all good Chinese, the "Manchurian question", on which Dr. Chang was scheduled to talk, was really no question at all. And as for the suggestion that America should help Japan financially in the development of the Manchurian railways, Americans should realize that this would be a sure way, in the long run, of closing Manchuria to the capital of all nations other than Japan.

Dr. Paul Meng, an old pupil of Dr. Chang's, in giving a brief appreciation of the high place held by Dr. Chang in present-day China, read quotations from letters written to an American journalist by Dr. Dewey and by Dr. Kilpatrick. Dr. Dewey was quoted as writing that the development of Nankai University under Dr. Chang had been a positively marvellous piece of work. Dr. Kilpatrick's letter went so far as to say that "in my opinion, he (Dr. Chang) is the foremost living Chinese educator"; that his university is the most advanced university in China that is neither missionary nor state-controlled; and that "he stands very close to being China's first citizen".

Dr. Chang, in beginning his lecture, said that he had not expected to speak to more than just a small group of Chinese student friends, and that he was very pleased to find so many of his American friends present. He only regretted that the wall map which he had brought was not larger. Since his arrival in San Francisco two months ago, he said, he has found Americans becoming more and more interested in the Far East. The change in America and the Americans, from what he found them on his first visit to the country twenty-one years ago, is something astonishing. In those days they were very provincial. But now, they are interested not only in Europe but also in the Far East. In San Francicso, for instance, where he was entertained at a consular dinner, only one hundred guests had been expected; but more than two hundred turned up.

The Three Eastern Provinces

Turning to the question of the American newspapers, Dr. Chang said that it was unfortunate how their reporters—those, for instance, of the *"New York Times"*—do not give the right view of China to the American public. The last few days, for instance, they have been giving reports which are not very true. Various Chinese friends of his, he said, were writing to the *"New York Times"* to get this corrected, and he believed that some of his American friends also were thinking of entering the fray. The thing to remember, of course, was that reporters of these big papers, living as they do in luxurious foreign-style hotels which successfully cut them off from the life of China around them, can scarcely be blamed for misrepresenting the facts.

Turning then to his subject, Manchuria, Dr. Chang pointed out that this name, "Manchuria", is now obsolete, the Chinese themselves no longer using the name, but referring to this section of China as the Three Eastern Provinces—namely, Fengtien (Mukden), Kirin, and Heilungchiang.

The area and population of these three provinces are as follows:—

	Area	Population
Fengtien	90,000 sq. m.	13,000,000
Kirin	81,000	6,500,000
Heilungchiang	211,000	3,500,000

It must continually be borne in mind, Dr. Chang pointed out, that the area of Heilungchiang is more than that of Fengtien and Kirin put together, and the population only a quarter of that of Fengtien taken alone.

As to the people in Manchuria, the idea should immediately be got rid of that "Manchuria", the Three Eastern Provinces, is populated by Manchus. He himself had recently made a personal survey in Ch'ang Ch'un, and had found that, in a secondary school of 400 students, 94% of the student's ancestors had come from Shantung and Chihli, 2% from Fengtien moving northwards, and only 3% of Manchu stock. And he was told that it is this section of Manchuria, Fengtien, which has the biggest proportion of Manchu inhabitants in Manchuria. It is round Peking that the majority of Manchus now live.

Turning to the figures of Chinese immigration into Manchuria during the last few years, Dr. Chang said that they had sprung from 400,000 in 1923 to over 1,000,000 in 1927, the rise being steady and unbroken.

If he were asked why he personally was interested in the Three Eastern Provinces, he would say that it was thru contact with students in Nankai University, many of whom, perhaps one tenth of the total enrolment, came from there. The University included students from all parts of China, and some even who had been sent back by their parents from America. But he had noticed that those who came from Manchuria were always physically stronger and stouter than the others, and noticeably more energetic and active than students from the interior of the country. He had asked them why there should be this difference. They had replied that most of their parents had come from Shantung, Honan, and Chihli (or Hopei, as it is called now), and that thus they were the children of pioneers—men as hardy and adventurous, said Dr. Chang, as the old pioneers of American frontier days.

Conditions in Manchuria

A few years ago, he said, he was travelling on the railway from Tientsin to Harbin, and saw all along the line piles of produce waiting to be transported. In China, no such sights of prosperity were to be seen. Two years later, he had been at Shanghai, acting as referee at the Far Eastern Olympic Games, and, on his way back to the North, passed thru Tsingtao. There he saw the emigrants lying on the wharfs, hundreds and hundreds of them, waiting for the boats to take them to Dairen. When he got to Dairen, many of the emigrants were lying in the streets, waiting for the trains to take them to the North.

This led him to think that an investigation into the economic conditions in Manchuria ought to be set on foot. So when he got back to his school in Tientsin, he started the North-Eastern Research Society, consisting of teachers and students, aiming to get at knowledge of the real conditions. Regular courses on the area in question were given, and the teachers had to do research work. Last spring, he himself made a trip to Manchuria, and in the summer, a number of teachers went there to start on the preliminary research work. One of them is now giving full time to the work. He and others are preparing a paper which will be read at the coming conference of the Institute of Pacific Relations to be held in Kyoto next November.

As to the area of the Three Eastern Provinces, one could think of them as being a little less than one-tenth the size of the whole of China proper, 382,000 sq. miles to 3,900,000 sq. miles. And of the population, nearly twenty-three millions are Chinese, 214,000 Japanese, 500,000 Koreans, and 250,000 Russians.

The figures in acres of cultivable and cultivated land for the Three Provinces are respectively as follows:—

	Cultivable	Cultivated
Fengtien	19,000,000	12,000,000
Kirin	15,000,000	8,000,000
Heilungchiang	20,000,000	7,000,000

Immigrants do not stop at Mukden, but go on North to Pinchiang (Harbin), and, from there, some to the East and some North.

Reasons for Migration

Why is it, asked Dr. Chang, that the people migrate thus from Shantung and Chihli to Manchuria?

The chief reason, aside from the factors driving them from ancestral homes, is that almost the same crops can be grown in their new as in their old homes. There is not such a difference between the climates and temperatures of the two areas as the difference in latitude might suggest. It is, fortunately, very hot in Manchuria during the harvest season. The figures for temperature (in degrees Centigrade and for rainfall (in millimetres) are as follows:—

Temperature:	June	July	Aug.
Tsingtao	20	23	24
Tientsin	23	26	25
Mukden	21	24	23
Kirin	19	22	22
Harbin	18	22	21
Rainfall:			
Tsingtao	91	195	145
Tientsin	60	148	154
Mukden	110	152	158
Kirin	137	215	118
Harbin	106	170	106

It will be easy to suppose, then, after a study of these figures, that the crops grown in Shantung and Chihli can be grown without difficulty iu Manchuria. It is remarkable that even rice

美孚牌汽油

強猛有力之汽油

美孚行

can be grown in Fengtien and Kirin, and large numbers of Koreans come into those two provinces specially to cultivate that crop.

As to the industries of the country, they are rapidly developing, chiefly under Chinese management. There are now some forty Chinese-owned factories for extracting oil from beans, twenty flour-mills, and large numbers of other concerns—textile, (wool, cotton, and silk), brewing, tanning, fur-dressing, glass-making, mining, and metallurgical works. It is unfortunate, however, that in most cases the methods used are still very primitive and undeveloped. This is due to lack of capital, lack of encouragement from the government, lack of specialists, and pressure of foreign competition.

The North-Eastern Research Society, said Dr. Chang, is organized specially to get young Chinese interested in the industry of the Three Provinces. He himself has a son, graduated last summer from the Commercial Department at Nankai University, who went last year to Manchuria. On his return, this son went about everywhere asking his friends whether they wanted to become millionaires. "Why ask?" said they. "Well," he replied, "if you go to Harbin and work there for twenty years, you just won't be able to miss becoming a millionaire!"

The Railways

Of course, Dr. Chang went on, if you want to understand the Three Eastern Provinces thoroughly, it is essential for you to know the railways. Arriving overland from Russia, the first place at which you touch in Manchuria is Manchouli, at the West end of the Chinese Eastern Railway. This railway runs South-Eastwards right across the country to Suei Feng He. Two thirds of the way to its eastern end, the town of Harbin is to be found, from which, forming as it were the trunk of a letter 'T', a branch of the railway runs South to Dairen. Half way to Dairen is the town of Ch'ang Ch'un. These two lines of railway were originally built by the Russians. But after the Russo-Japanese War, the Japanese got control of the section running from Ch'ang Ch'un to Dairen. The rest of the system has been jointly controlled since the Russian Revolution by the Russians and Chinese.

Besides these two main lines, the Chinese have various side lines, which are being steadily developed, some being built with money from the provincial revenues, and some with capital borrowed from the South Manchuria Railway. This latter is the Japanese-controlled system which forms the chief obstacle to the development of the Chinese Manchurian railways. But the Chinese, in spite of protests and bitter opposition from the Japanese, are doing their best to develop a system which will enable them to get clear across the country from their sea-port Newchwang (the rival of the Japanese ports at Dairen and Ch'ing Ching) thru Mukden to Tchitchihar, the capital of Heilungchiang, without depending at any point upon the Japanese system.

One notable achievement is the completion of the line from Kirin to Tun Hua, which has been accomplished since Dr. Chang was in Manchuria last spring. The railway from Kirin to Hailung has not yet been completed, largely owing to Japanese opposition, the refusal of the South Manchuria Railway to carry supplies for the new Chinese line forcing the Chinese to begin construction from the South instead of from the North as they had planned. The line crossing the Sungari River, however, has now been completed, and was built with money from the Heilungchiang revenues. As regards the Chinese attempt to get transportation from Mukden to Tchitchihar without using the Japanese railways, they have now built a branch line to T'ung Liao, and there is a train running from Mukden to Tchitchihar which goes thru Ta Hu San without touching the Japanese lines. They are also planning to have a line thru Fa Hu Men running directly to Tchitchihar. Finally, there is the planned development of Hu Lu Tao harbor, which, if successful, should take away a considerable amount of trade from Dairen.

All these facts, said Dr. Chang, are of immense interest. They should be borne in mind when we meet people who are under the impression that Manchuria is already entirely Japanese-controlled. This is an entirely false impression, although it exists too often even in the minds of Chinese people. The Chinese people in Manchuria are *not* lying down in face of the Japanese competition; they do know how to compete; and they are successfully competing.

Waterways

Concluding his economic survey of Manchuria, Dr. Chang referred to the rivers of the country, the Amur on the northern boundary between Siberia and Heilungchiang, the Sungari running eastwards between Heilungchiang and Kirin, and (besides numberless smaller ones) the Liu He running southwards to Newchwang on the Gulf of Chihli. There has lately been an interesting plan, he added, to connect this last with the Sungari by an overland canal, which would facilitate transport of Chinese agricultural products thru the port of Newchwang, instead of their having, as they do at present, to go eastwards to the Japanese port of Ch'ing Ching. The only unfortunate thing about these rivers is that they are completely frozen up during a large part of the winter.

Dr. Chang having thus concluded his lecture, a number of questions were asked from the floor, dealing with some of the more controversial and political aspects of the question. On being asked what he thought of the relationship between the Manchurian government and the Nationalist government, Dr. Chang referred to the fact that Dr. Kilpatrick, during his last visit to China, had found that all students in every part of the country were sympathetic towards the Nationalist government. Even the children of the militarists did not have any sympathy with the militarism of their parents. The unification of China was not got by force, but by the pressure of public opinion,—and that in spite of the weakness of public opinion in China as compared with its force in some of the countries of the West. Dr. Chang himself, when last in Mukden, had had a personal interview with Chang Hsueh-liang, son of the now defunct dictator, Chang Tso-lin, (whose death Dr. Chang referred to as having been an undoubted gain to China). He had asked Chang Hsueh-liang why on earth he should be thinking, as he then was, of changing the flag of the Three Eastern Provinces to be the same as that of the Nationalists, and had told him that he really ought not to do so, if it was only an attempt, as it seemed to be, to get better terms out of the victorious Nationalists. Chang Hsueh-liang had replied that the reason for the desired change was nothing as superficial as that, but arose from the pressure of the inner opinion rising throughout the country. By the time he reached Honolulu, said Dr. Chang, that pressure had successfully brought about the change in the flag of the Three Eastern Provinces. And by the time he reached San Francisco, it had led to the even more drastic development which, by means of the executioner's axe, had eliminated Yang Yu-ting and his fellow-reactionaries. It was more than clear that Dr. Chang did not regret the development, and that he was deeply pleased that the Nationalist flag now waves over the Three Eastern Provinces.

Speech By Communist Student

As the discussion drew to a close, the meeting was suddenly electrified by a fighting speech from the young Communist student, Chiang Hsi Cheng, who gave a very lucid expression of his attitude towards the Japanese in Manchuria. Everyone realized, he said, that the Japanese population in Japan is so overflowing that they will starve, poor dears, if they can't go somewhere else to get rice to eat. The Chinese are perfectly willing for the Japanese to come into Manchuria, if it is only food that they want. But if it is imperialistic control that they want, well, that is an uncalled-for extra, which is quite unnecessary from the food-getting point of view, and which they will never acquire without fierce opposition from the Chinese whose country it is.

Enquiries made next day as to the impression created among the Chinese students by Dr. Chang's speech elicited a certain amount of dissatisfaction at what was characterized as "Dr. Chang's geography lesson". Apparently some people would have preferred a more political speech. However, one responsible opinion had it that Dr. Chang did just as well to keep off politics, since, if he had started talking about them, he would certainly have got "a good scolding" from the irrepressible Chiang Hsi Cheng. It may be remembered that the penetrating voice of this young firebrand was heard to effect at Stanford University in 1927, when Dr. Hu Shih was scheduled to speak at a tea-party there. Young Mr. Chiang, forestalling the more eminent philosopher, got into his stride so successfully, and kept on talking for so long, that the professors of Stanford University who were present and had been expecting to listen to Dr. Hu Shih, were forced of get up and go before they had a chance to do so.

International Raw Silk Technical Conference Meets Next October

Invitations have been extended to ten foreign silk associations by the Silk Association of America, Inc., to send delegates to the International Raw Silk Technical Conference which will take place in New York beginning October 15, 1929. The purpose of the conference is to develop international standardization of methods of testing and grading raw silk. Among the associations which have been invited to participate are, in addition to the Raw Silk Association of Japan, to whom an invitation was extended some time ago, the Steam Silk Filatures and Cocoon Merchants Guild, Shanghai; Foreign Silk Association of Shanghai; International Silk Federation, Lyons, France; Silk Association of Great Britain and Ireland, London, England; Associatione Serica Italiana, Milano, Italy; Zurichersche Seidenindustrie Gesellschaft, Zurich, Switzerland; L'Union des Marchands de Soie, Lyons, France; Raw Silk Association of Yokohama, Japan; Association of Foreign Raw and Waste Silk Merchants, Yokohama, Japan; Foreign Silk Association of Canton, China.

98 percent of Shanghai Residents Buy at the Department Stores

In the year 1900 the first department store was started. During a period of 28 years department store business has been developed to such an extent that there is practically no single man or woman who has not purchased something from the department store. Such radip development and prosperity of the business is due to the wise policy of selling only quality goods.

The Three Big Department Stores on Nanking Road buy directly from factories in all important cities in the world in large quantity and on cash terms. That they earn cash and trade discounts and pay no commission to middlemen makes the price of goods sold at the department stores always lower than in the market.

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SUN SUN (Incorporated in China)

SINCERE (Incorporated in Hongkong)

Aeronautical Progress in China

(Chinese Economic Journal for March)

Public interest in aviation evinced recently in China has justified the observation that in transportation China may skip the water and land stages of communication and enter directly into the aerial stage. This trend is supported by recent rapid progress made in aeronautics. The planning of various air routes, the around-China flights by two aviators, the construction of aerodromes at important centers, and the completion of "Made-in-China" airplanes bear testimony to the rapid development of commercial aviation in this country.

While the history of aviation and balloon flights goes back many years. China's aeronautical record barely exceeds two decades. It is interesting to review the brief history of flying in China and to note its many vicissitudes, how it was handicapped and discouraged in the past, and how it again came to be inspired by public interest. Thirty years ago the airship was unknown to China, the only air craft to which China claimed a knowledge being the balloon. In 1908, the first year during the short reign of Emperor Hsuan Tung, a Frenchman brought a plane to Shanghai and staged several exhibition flights. In the course of his last flight the plane crashed and the flier was killed. The incident struck fear into those present and a general doubt regarding the safety of flying was entertained.

The following year the imperial Court realizing the importance of modern scientific innovations, issued an edict for the development of flying. At that time experienced fliers were unknown in China, so repeated efforts of the Government to secure experts were to no avail. The third year of Hsuan Tung, 1910, witnessed the incipient stage of aeronautics in China. for during this year a Chinese student named Li Ru-yien (厲如燕), who had been sent by the Government to study aviation, returned from America. In company with two French fliers he started an aeroplane factory at Nanyuan, Peiping, (北平南苑). Shortly after the factory was in operation the Chinese Revolution of 1911 broke out and all schemes for advancing aeronautics were given up. The factory at Nanyuan was deserted and the material and machines in use there were lost.

It was the late Dr. Sun Yat-sen who first conceived the idea of attacking the mandarins with airplanes during the revolution. About 50 planes were ordered from abroad for war purposes but they did not arrive until as late as the third year of the Chinese Republic (1914) long after the first revolution was over. As the only use of airships in those days was for throwing bombs and maneouvering over enemy's camp the Government did not make use of the planes and stored them in Canton.

Aviation School at Nanyuan

Two years later, in 1916, when the Republican Government was settled in Peiping, an aviation school was established on the site of the old airplane factory at Nanyuan. Returned students who specialized in aviation and foreign technical experts arrived from abroad contributed a great deal to the success of the school. The Government then began to take an active interest in aviation and appropriated a substantial sum of money for the purpose. The aviation school was changed into the Government Aviation Bureau attached to the Ministry of Interior and the Ministry of Communications. A tupan was appointed for the Bureau and some progress was made.

During the Fengtien-Anhwei war in the years that followed aeroplanes were for the first time brought into play for fighting purposes in China. After the war was over the central authorities in Peiping, seeing the usefulness of airplanes for commercial purposes, formally inaugurated an air mail service from Peiping to Shanghai. But owing to the lack of funds, lack of expert Chinese pilots and lack of public support, the plan also failed to materialize.

After the European War of 1914 came to an end General Chang Hsueh liang, son of the late Mukden warlord introduced aeroplanes into the Fengtien army. Aeroplanes played a significant role in the European War and the ambitious warlord in Manchuria was led to believe that a fleet of planes would greatly strengthen his military prowess in China. General Chang Hsueh-liang was subsequently appointed chief of the Aviation Department. He engaged many foreign fliers as instructors and technical experts in the army and not less than 200 planes were bought in Europe. The result of the work, however, was expected, the chief reason being that the planes were mostly used ones discarded by the Powers after the Great War. Many planes became unfit for use in a very short time. However, a group of student cadets were trained who participated in the subsequent wars between Fengtien and Chihli. An aerodrome was also established at Mukden attached to the Fengtien army headquarters.

In Canton aviation progress commenced with an aviation school and a factory for repair work at Da Sha Tou (大沙頭). In 1924 the school was intended to train cadets for army maneouvers and in 1926 the school was properly staffed and the factory well equipped with modern machines. About seven or eight French and German aviators were employed at the school, who, when the Northern Expedition was started in the summer of 1926, actually participated in warfare at the front. As the student cadets at the times were still inexperienced, Russian fliers were admitted into the army. The Chinese students were ambitious and learned rapidly the art of piloting a plane and of maneouvering in the air until they were sufficiently experienced to displace their Russian colleagues.

During the fighting in and about Wuhan, Chinese fliers took a prominent part in the aerial warfare. The Russians, who were paid to fight for an alien cause, were not courageous although they were possibly better pilots. Many Russians were displaced by student cadets at that time. After the split of the Wuhan and the Nanking Government when the radical elements and Borodin's associates were entirely eliminated, all the Russian fliers were asked to leave, and from that time on no foreign fliers have been employed by the National Government.

Students Go to Nanking

The student cadets kept on practising flying after the war was ended. A factory for repairing and manufacturing planes was established at Nanhu (南湖), Wuchang. After the removal of the Government, General Chiang Kai-shih ordered the removal of the factory and the immediate departure of the students from Wuhan. The student cadets who received the telegram got away from Wuchang but the planes were detained by the Wuhan military.

On arriving in Nanking the student cadets found several Cauldron planes left by Marshal Sun Chuan-fang. An aviation bureau was formed, attached to the central military headquarters. The planes were later used in the war along the Shanghai-Nanking line against Sun Chuan-fang.

At the battle of Luntang, one of the greatest battles fought since the Northern Expedition started, two pilots, Chang Wei (張緯) and Shih Ma-nyui (石曼牛) were highly praised for their work in defence of the new Capital. One plane maneouvered at Pukow and one at Luntang. In the war against Chang Chung-chang in 1927 aeroplanes were used to a great extent along the Tintsin-Pukow railway. Chang Tsung-chang was in possession of many new planes piloted by Japanese and Russian fliers while the Nationalists had only old planes and Chinese pilots. Between Pengpu and Hsuchowfu, where the headquarters of the two belligerent units were stationed, the fighting was most severe. A story is told of one Nationalist plane which descended into the enemy's camp in Hsuchowfu and safely took off again after a thorough investigation into the aerodrome. Seaplanes were used in the expedition against Tang Shen-chi (唐生智).

The foregoing is a brief history of Chinese aviation in the army. Commercial aviation began after the expeditionary wars and is now closely associated with the National Reconstruction program in China. At present, there are altogether some 200 planes in China, mostly imported.

Sponsored by the Government, flying enthusiasts are engaging in the manufacture of planes in China. Already seven Chinese-made aircraft have made their appearance. There are three plane factories in China, one in Shanghai, one in Canton and another at Pagoda Anchorage in Fukien. The airplane factory in Shanghai is situated at Hungjao on the western outskirt of Shanghai. The Shanghai and Canton airplane factories are for manufacturing planes for military purposes and the one in Fukien is for making naval seaplanes.

The parts, the wings and the body of the plane are all made in China with native materials, the motor being imported because China does not produce the necessary mixed metal, which is strong and light, required in making the framework of the machine. It is said that Japan is also manufacturing her own planes with imported motors.

The Planes Built in China

The Hungjao Aerodrome has already completed a plane named "Cheng Kung No. 1," (成功第一). A trial flight recently proved most successful. Another plane is now in the course of construction and will be completed shortly at the same aerodrome. The airplane factory in Canton has manufactured two planes and the factory at the Pagoda Anchorage, Fukien, has produced three.

The "Cheng Kung No. I" is the result of the efforts of Mr. Sun Te-shih and Mr. Chow Chia-mu, who were appointed director and technical expert, respectively, of the aerodrome and the factory by the National Government. The factory was started six months ago, in August, 1928, when four mechanics, 31 supervisors and more than 120 workers were employed.

The plane was built after the Cauldron type of planes and accommodates two persons in the front and rear cockpits, one for the pilot and one for the passenger. The wings each

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measure 20 feet in length. It carries a Bristol 220 h.p. motor. With the exception of the engine all parts of the plane were made in China at a cost of only $3,000. The engine cost $4,000 and the workers' wages amounted to $1,000, the plane thus costing approximately $8,000. The plane is capable of attaining a speed of 70 miles an hour and an altitude of 15,000 feet. In addition to two persons it can carry 1,000 pounds of mail.

Mr. Sun Te-shih, director of the factory, is a graduate of an American Aviation College and of the Peking Aviation School and the Chefoo Naval College. Following his graduaton in America he went to England and obtained his practical experience in the Vickers factory and later in the Rolls-Royce factory. He has served as president of the Peking Aviation School and as commander of the Nationalist Air Force, and at present besides acting as director of the factory and aerodrome he is chief of the Aviation Department of the Ministry of War.

Closely associated with the Hungjao aerodrome is the National Aeronautical Association of China at 438 Rue Lafette which is in touch with aeronautical activities in all parts of the country. The man in charge of the Association is Mr. Ling Nyoh Shen. The Association prints several publications on aviation.

Around China Flights

The recent around-China flight made by Generals Chang Hwei-chang and Chow Chia-heng who have been referred to in the foreign press as China's Lindbergh, are further proofs of the rapid development of Chinese aviation. General Chang Hwei-chang is chief of the Aviation Bureau attached to the 8th Route Army Headquarters. He flew in a Ryan monoplane from Canton to Mukden and back, stopping at Hankow, Nanking, Peking, Tientsin and Shanghai. No mishap befell him during his successful tour, which served to promote aviation among the masses more than printed matter and propaganda lectures. The Ryan plane was fittingly named the "Spirit of Canton," (廣州號), indicating the city from which General Chang flew.

General Chow Chia-heng, assistant of General Chang, followed suit, flying also in a Ryan plane, called the "Spirit of Chu-kiang", (珠江號), to Foochow, Ningpo, Shanghai and Nanking. His attempt to fly to Tientsin and further north, however, was frustrated because of weather conditions. The Ryan plane in which he flew was a seaplane, and as the rivers in North China were all frozen at the time, he could not be sure of suitable landing places. He got as far as Hankow in Central China and then returned to Canton.

The air mail service which is now being widely discussed and planned by the Government and private enterprises has an equally interesting history. The first aeronautical association in China, called in Chinese (中國航空同志會), was formed in Canton before the Northern Punitive Expedition was started. When the Nationalist armies reached Wuhan in the spring of 1927 another association was organized along the same lines as the one in Canton, the latter being dissolved with the evacuation of the fliers from the city. When the Government was removed from Wuhan to Nanking, the Wuhan Aeronautical Association was deserted and a new association was established in Nanking. Shortly after this the association in Canton was revived and was named the "Committee for Aeronautical Defence," (航空球國同志委員會). In Honan the Northwest Aeronautical Association (西北航空協進會) was organized. The associations at Nanking, Canton and Kaifeng (Honan) all have as their object the promotion of passenger lines and mail services.

In July, 1928, a conference was called in the Capital for aviation interests in China. As a result of the meeting the aeronautical associations were amalganated and became known as the Chinese Aeronautical Association (中華航空協進會). The new organization came into being on August 1 last year.

Five main lines have been considered by the Chinese Aeronautical Association. They are: (1) the Shanghai-Hankow Line, (2) the Canton-Shanghai Line, (3) the Canton-Hankow-Szechuen Line, (4) the Peiping-Hankow Line and (5) the Peiping-Shanghai Line. The first three lines have been planned and decided upon and actual work will soon be started. The 4th and the 5th lines have been proposed but complete plans have not been outlined. It is said by aeronautical authorities that within half a year the first three lines will be in operatiion and that if the mail service is successful a passenger service will immediately be operated.

The lines mentioned above are main lines. They will have various branch lines extending to all important cities. Stations along the various routes as well as the length and location of the branch lines will be decided on later. It is estimated that at least $200,000 is required as initial capital for the operation of the first three lines.

Schemes for Air Lines

The foregoing schemes are those formulated by the Chinese Aeronautical Association. Other schemes for short distance air lines as well as some long distance lines also are being made by provincial authorities and private individuals. It is understood that the air mail and passenger services will not be converted into Government corporations or quasi-public owned corporations like the Government Railways and the Postal Service, in which the Government has investments and direct interests and exericises supervisory control. They will be purely commerical enterprises for interested capitalists and flying enthusiasts. The Government, however, for the purpose of sponsoring these undertakings, has formulated various schemes for rendering assistance to private parties.

The scheme formulated by the Ministry of Communications recently has four divisions. The various proposed air routes will be laid out with the Capital as the center.

It has been announced that preparations of the inauguration of an inter-provincial air mail service for Kwangtung and Kwangsi are nearing completion. Four main lines will be operated first connecting Canton with various important cities of the Provinces. The entire distance to be covered will be 1,550 miles. Stations for the Eastern Line will be established at Weichow, Swabue, Hsingning and Hoping; for the Western Line at Shiuhing, Wuchow, Kweihsien and Nanning; for the Southern Line, at Kongmoon, Yangkiang, Shuitung, Haihow and Penhai; and the Northern Line at, Yingteh, Shiuhing and Nanhung.

A direct Canton-Nanchang line will be started following the installation of the Kwangtung-Kwangsi routes. In a communication to General Chu Pei-teh, Chairman of the Kiangsi Provincial Government, Commander Chang Hwei-chang of the Canton Aviation Department requests that aviation fields be established at Nanchang and Kiukiang so as to complete the Northern Line.

Air Mail Between Canton and Nanning

In the first air-mail flight between Canton and Nanning in Kwangsi, Mr. Chow Chia-heng in his seaplane "Spirit of Chukiang," carried several bags of mail, which were delivered according to schedule time. On the return flight three passt engers, Mrs. Feng Tso-wan, wife of the Provincial Commissioner of Finance for Kwangtung, Mrs. Liao Peh-fong and Mr. Sheng Pan-fei, were taken to Canton. This incident also reveals that Chinese women are taking a keen interest in aviation.

In North China similar plans for developing aviation are under way. In Tientsin a semi-official company capitalized at $4,000,000 will be organized for air lines to Mukden, Shanghai and Hankow with Tientsin as the center. In Peiping the North China Commercial Aviation Association is being organized under the auspices of the Peiping Division of the Central Political Council. The object of the assiociation is to develop air transportation in the various provinces and districts in the North. A school of aviation for the training of fliers and a factory for the manufacture of aeroplanes will also be opened. A sum of $300,000 has been pledged by the provinical and municipal authorities for the purchase of six aeroplanes.

Preparations for the inauguration of a Shanghai-Hankow commericial air service under the auspices of the National Aeronautical Association are progressing smoothly and it is expected that as soon as aeroplanes are ready for use the service will be started immediately. Of the authorized capital of one million dollars, $300,000 has already been collected. It is proposed first to operate a daily passenger and freight service between Shanghai and Hankow with stops at various important cities in between.

In Central China, a commercial passenger and freight air service between Hankow and Changsha is being inaugurated. The Hankow Aeronautical Association is giving a number of demonstration flights. Tickets are being sold at $18 for a first class passage and $10 for second class passages.

The aerodrome in Hankow was completed on February 17 and a test flight of all the aeroplanes to be used in the commercial service took place on February 20. According to the scale of fares the passenger rate from Ichang to Hankow will be $51 and from Hankow to Sienyang in Southern Hunan, $58.

A further gesture on the part of the Government to develop aviation is seen in the decision of the State Council to send a delegation to the International Air Transport Conference to open in Poland on September 29, this year. An invitation from the French Government requesting China to participate in the Air Experts Conference to be held in Paris next July also has been received by the National Government.

Minister of Health and Party to Tour Abroad

Hsueh Tu-pi, Minister of Health, together with a number of Chinese medical experts will participate in the forthcoming Pan-Pacific Surgical Conference at Honolulu. A recent *Kuo Wen* news agency dispatch stated that the Central Executive Yuan had approved a fund of $30,000 to pay expenses of the party which will tour America and Europe investigating health administrations, returning to China about six months later.

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America's Relations With China

The following statement on America's relations with China was made by Stephen G. Porter, Congressman from Pennsylvania, in the House of Representatives at Washington, D. C., March 2.

It has at times been charged that the United States has not a defined and sustained foreign policy. This charge, to my mind, is without foundation. Certainly it is not true as regards dealings during recent years with the great Republic of China. Since the time, threequarters of a century ago, when the western nations began formal international relations with China, the United States has sought to render, and has been successful in rendering, justice to China. Our country has indeed participated in the enjoyment of special rights wrested from China by other powers. Not to have done this would have been to place Americans and American trade at great disadvantage in China without at all benefiting China. But never has the United States taken the lead in exacting concessions from that militarily helpless country. Upon the contrary, when opportunity has offered, the United States has sought to moderate the predatory demands of the other powers. Especially has this been so since the time of John Hay, when the United States became the chief agent in securing the adoption of the principle of the "open door" in China, and the prevention of the so-called "spheres of interest" from ripening into spheres of control, which might have meant the break-up of China, and for all practical purposes, the partitioning of much of her territory among Japan and certain of the European powers.

At the time of the Boxer troubles the United States sought to moderate the excessive financial demands made by the aggrieved powers upon China. At the time of the making, in 1915, of the "twenty-one demands" by Japan upon China, the United States did what it could to aid China by sending a strong note to Japan, and never has it recognized that there was justification for the Sino-Japanese treaties which resulted from the ultimatum issued by Japan to China as a sequel to those demands.

But particularly during the last eight years has the United States demonstrated its good will toward China. By successive affirmative acts it has given its aid to that country in its efforts to obtain release from the treaty limitations that have unjustly restrained its freedom sovereign action. And I am proud to say that in the promotion of this enlightened policy by the United States your Committee on Foreign Affairs has given all the assistance that has been within its power.

The results of the Washington conference of 1921-22, so far as China is concerned, are so well known to you that I scarcely need to review them—the termination of the Anglo-Japanese alliance, the surrender by the powers of all claims to spheres of interest in China, the clearer definition and formal treaty acceptance by the powers of the principle of the "open door" in China, the solemn pledges by the powers contained in the Root resolutions embodied in the 9-power treaty as to the manner in which in the future the powers were to deal with China, the return by Japan to China of the control of the great Province of Shantung, the birthplace of Confucius, the permission to China to increase her duties on foreign imports, and other agreements with regard to the stationing of foreign troops in China, and to wireless and cable communications with China.

Chinese Students in the United States

Since the Washington conference the United States has continued to show its good will toward China. In 1923 I had the honor to introduce a resolution in the Congress for the remission of the balance of the Boxer indemnity, a resolution which on May 21, 1924, became a law.

The funds remitted by this resolution and the prior one of 1907 were allocated by China to the education of Chinese students in American colleges. Many of the officials of the Republic of China to-day are graduates of American institutions of learning. These graduates have an intimate knowledge of American institutions and ideals, which leads to that close understanding by each nation of the problems of the other, so necessary to the maintenance of the traditionship that exists between the Republic of the east and the Republic of the west.

In 1924-25 the United States was represented at the opium conference at Geneva, and in that conference the American delegation, whose head I had the honor to be, made every effort, as the records will show, to obtain an agreement upon the part of the powers which would pledge those powers, or certain of them, to cease selling opium under government auspices to Chinese and other orientals living within their several possessions in the Far East, as well as to take effective steps to prevent the entrance into China of the habit-forming narcotic drugs manufactured in thir own countries.

In 1927 I introduced in this House a resolution which, after various recitals by way of a preamble, read:

> *"Resolved by the House of Representatives (the Senate concurring)*, That the President of the United States be, and he herebv is, respectfully requested to enter into negotiations with duly accredited agents of the Republic of China authorized to speak for the people of China with a view to the negotiation and the drafting of a treaty or of treaties between the United States of America and the Republic of China which shall take the place of the treaties now in force between the two countries, which provide for the exercise in China of American extraterritorial or jurisdictional rights or limit her full autonomy with reference to the levying of customs dues or other taxes, or of such other treaty provisions as may be found to be unequal or nonreciprocal in character, to the end that henceforth the treaty relations between the two countries shall be upon an equitable and reciprocal basis and will be such as will in no way offend the sovereign dignity of either of the parties or place obstacles in the way of realization by either of them of their several national aspirations or the maintenance by them of their several legitimate domestic policies."

This resolution, which was favorably reported to the House by your Committee on Foreign Affairs and adopted by the House by a vote of 262 to 43, I feel justified in believing was not without its influence in leading our Government to act independently of the other powers in its effort to place upon a completely satisfactory basis the relations of our country with China.

Relinquishment of Extraterritoriality

On July 25, 1928, the United States took the lead in recognizing the de jure character of the Nationalist Government of China with its headquarters at Nanking, and on February 11, 1929, ratified a treaty with China whereby the United States released China, so far as the United States was concerned, from all limitations upon its power to levy export or import duties. The effect of American action was, as it was intended to be, to compel the other powers to take similar action, with the result that at the present time all the other powers, except Japan, which had treaties giving to them the right to restrain China's tariff autonomy, have surrendered this right, and it appears reasonably certain that Japan will soon do likewise, so that at last China will have that tariff freedom to which as a sovereign nation she is, and long has been, justly entitled.

It will thus be seen that, largely through the efforts of the United States, China has rapidly been recovering those rights which had been "tortured from her fears," so that it is clear that the time is now near when she will stand forth a nation completely sovereign in fact as well as in name—when all her relations with other powers will be upon a wholly equal and reciprocal basis.

The most important limitation still resting upon China's freedom of sovereign action is as to the extraterritorial rights still possessed by citizens of several of the powers, including the United States, residing in China. But it is certain that these extraterritorial rights are soon to be relinquished. That the United States expects to relinquish them within the very near future, so far as her own citizens in China are concerned, is significantly shown by the fact that in the plans which are being drawn for the handsome building to be erected in Shanghai, which is to house the American consulate and the other offices of our Government, no provision is made for a court room or other offices for the United States Court for China. The court and its officials will be housed in temporary quarters until the matter is adjusted.

I have spoken of the consistent and successful manner in which the United States has pushed forward its policy of restoring to China its freedom of action with regard to the exercise of its legitimate sovereign rights. It is but proper that I should say that this success could not have been achieved without the cordial cooperative action of China, and that this cordial and cooperative action was in no small degree rendered possible by the fortunate fact that during the last eight years China has been represented at Washington by her most distinguished diplomat, His Excellency Sao-Ke Alfred Sze. Doctor Sze is a statesman and a gentleman who would be a great credit to the foreign service of any country. By his intelligent appreciation of all the factors of every situation which has been presented; by his tact and gentle courtesy under all circumstances, aided, I may say, by a most charming wife; by his ability to distinguish between esentials and nonessentials, firmly insisting upon the former, while yielding when necessary to the latter, he has kept relations between his own country and this country ever upon a cordial and friendly basis, and thus he has brought to a successful conclusion negotiations which, in less skilful hands, might have led to no result or even to international friction. As chief of the Chinese delegation to the Washington conference of 1921-22, and in control of the Shantung "conver-

sations" which were held in connection with that conference, he was a tower of strength for his country. This, as one of the advisers to the American delegation to that conference, I can personally testify to. It is, therefore, with genuine regret, in private as well as official circles, that his approaching departure from Washington will be viewed. His country is, however, to be congratulated that his services are to be still available to it as minister to Great Britain, in which post all will wish for him every possible good fortune and success.

Our Republic has followed the Golden Rule in her attitude toward China as advocated by the late Senator Quay, of Pennsylvania, one of the great statesmen of his time, in a speech delivered May 14, 1901, on our foreign policy. He said:

"In China we have but to apply the Golden Rule, treat China as we would have China treat us—recognize that * * * the Empress Dowager is the greatest woman born in Asia since the birth of Semiramis and Tuan, the representatives of patriotic Chinese thought, and all can be made well there. That nation of four hundred millions of people is present on earth for an Almighty purpose, and while the great European powers may pencil lines of partition for Chinese territory, they will never divide the Chinese people.

"Compare with China the Mesopotamian peoples, once inhabiting the land of the Garden of Eden, where Adam and Eve were created. First there were the mysterious Sumarians. Who they were and how they lived and when they died no one knoweth. They gave to men the alphabet and passed away, leaving no more trace upon the earth than the shadow of a cloud flitting over its surface. Then came the Chaldeans and Babyloniams, and Babylon fell. Assyria arose, and Assyrians built Ninevah, and both these great cities are only to-day commencing to tell their stories to American explorers. Four hundred years after the fall of Ninevah, thousands of years ago, so complete was its obliteration from the face of the earth and the memory of man that Xenophon marched his Greeks over the grave of that city and knew it not.

"Then came the Chaldeans again, and the Persians—shone a brief period, and were extinguished. A Chaldean family fortified the rock of Jerusalem and grew into a nation which was the chosen of God. The visible presence of the Almighty illuminated its temples, and glinted upon the spear point and shield of the Jewish soldier as he marched to battle. That race gave to men their greatest soldier, their greatest poet, their greatest lawgiver, and their Messiah. Where is the Hebrew nation now?

"During all these ages China grew, developing a self-sustaining civilization, and a resistance to decay such as marked no other nation. When our forefathers were clad in the skins of beasts, earning their sustenance in the European forests by the chase, armed with flint-headed weapons, China had Confucius and astrolabes and was calculating eclipses. We should respect China for what she has been, and sympathize with her in her trials, and look forward with hope to her future and the fulfillment of her mission."

Ministry of Commerce to Institute Meat Inspection Regulations

With a view to developing the export of meat, particularly ham and beef, from China, the Ministry of Industry, Commerce and Labor is attempting to institute a meat inspection bureau. The Ministry points out that owing to the fact that there is neither an inspection bureau nor proper sanitary laws in China, Chinese meat is barred everywhere in Europe and America. It is the Ministry's intention to have all animals examined before and after they are killed; and when such a system has been inaugurated the Government will enter into negotiations with foreign countries which now prohibit the importation of Chinese meat with a view to having the restrictions repealed.

Shanghai Sculptor Completes Sun Yat-sen Statue

B. J. Koci, the sculptor chosen to carve the statue of Dr. Sun Yat-sen which is to be placed in the memorial mausoleum at Nanking, has completed his work and the statue is now ready to be sent to the capital. It shows the leader as a weary soldier resting with his head on a flag-draped pillow. Beside him are Chinese flowers of immortality. The medium is Peiping marble.

Mr. Koci came to China in 1920. He was sent here by the Czecho-Slovak government to make a study of ancient arts. Contrary to his original plans, he has stayed on, working first ni Peiping, then in Tientsin, and in 1922 coming to Shanghai.

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The Economic Reconstruction of China

BY WU KWAN-TSUNG

At the third national Kuomingtang Congress held in Nanking last month, Sun Fo, the Minister of Railways, submitted his econnmic reconstruction program which is of paramount importance to the rebuilding of modern China. Briefly the proposal was as follows:

That fifty percent of the national revenue should be set aside by the Central Government for constructive work, consisting of (1.) railways; (2.) national highways; (3.) other communication facilities; (4.) mining and primary industries; (5.) river conservancy; (6.) irrigation, land reclamation, colonization, and so forth. Then fifty percent of the provincial revenue should also be devoted to local constructive purposes, such as (1.) provincial motor roads and highways and other communication facilities; (2.) improvement of cities; (3.) river conservancy; irrigation, and land reclamation; (4.) development of agriculture. In view of the importance of railways to communication and transportation, half of the funds appropriated by the central government for construction work should be devoted primarily to the building of railways; while half of the provincial revenue should be reserved for the improvement of farming methods and introduction of modern agricultural facilities. Owing to the fact that many technical points were involved, it was decided that the matter should be referred to the Central Executive Committee who will take the whole scheme into lengthy consideration.

Construction, the Ultimate Goal of Revolution

It is an irrefutable truth that the major and ultimate aim of the present revolution is construction, not destruction. China is now facing a colossal task of reconstruction and rehabilitation after the close of the military phase of the revolution. It is therefore time for China to recuperate from her long illness, or else the result of the revolution is equal to naught. She has to confront many problems which, however multiple and varied, may in fact be reduced to one great issue, namely, how to solve the problem of the livelihood of the people. To attain this aim, national reconstruction is imperative, for the welfare and the future of China depend to a large extent on constructive undertakings. On the contrary, if efforts are not expended and attention not concentrated on such enterprizes, the revolution will be utterly fruitless and ultimately detrimental.

The Possibility of the Realization of the Program

Stupendous as the task seems,, it is by no means impossible or impracticable. Experience has repeatedly told us that there are numerous parallels in modern history to the tremendous undertaking of the national government. Germany, after the great war, recovered her industries by adopting a program of "rationalization". Special emphasis was laid on her economic development. Today she is well on her way to convalescence. Likewise the reconstruction of France after the same calamity deserves mention in this connetcion. Under the capable leadership of M. Poincare, many sweeping reforms were made. Today she is extending her canal system and is harnessing water power. Some of the railways are being electrified and aviation is making rapid progress. Coming to a closer comparison with Chinese conditions, let us take new Turkey for example. Ever since she was declared a Republic, in 1923, Turkey has worked vigorously on her rehabilitation and industrial development. Due to the driving energy of her leader, Mustapha Kemal Pasha, she has achieved a position of considerable strength, though the transition is still far from complete. These instances are sufficient for our purpose here to illustrate the achievments of other countries under similar circumstances, as financial stress and recent recovery from havoc, all of which China is now facing. Hence it would be an absurdity to question the possibility of the realization of the scheme.

Principal Factors Involved

The foremost factor involved in reconstructive measures is undoubtedly the financing of the scheme. Recently the military reorganization and disbandment conference decided to disband all superfluous troops so as to divert the money thus saved to material reconstruction. When this plan is adequately carried out, the financial stringency will be removed, or at least mitigated. The possibility of using part of the Boxer Indemnity fund and the increased customs revenues could also be considered. Another great resource of capital is the encouragement of investment by overseas compatriots in these enterprises. Furthermore, it has been suggested that foreign investment which is made upon a mutual profit basis and which does not infringe upon the rights of China could be accepted. The proceeds of loans may simultaneously be applied. In connection with technical skill, the help of foreign experts has been cordially invited. The appointment of foreign advisors such as Messrs. Waddell, Kemmerer, Murphy, Goodrich, Mantell and a host of prominent specialists, well indicates the willing cooperation of friendly experts from other nations.

The problem of labor is an easy matter that needs no consideration. Disbanded troops and famine victims can be most profitably employed in those works, and the general supply of labor is infinite.

Special Comments

In the opinion of a group of Pacific coast financiers, the industrialization of China, already under way, will be one of the outstanding events in the 20th century. This statement indicates that the prospect of reconstruction of China is very promising under favorable conditions.

Dr. Waddell, the noted American engineer and adviser to the Ministry of Railways recently remarked, "If China had adequate means of communication, much of the civil war of the past few years never would have occurred." Industry producing for a national market would be impossible, or greatly handicapped, without sufficient means of communication. Population from congested areas as the vicinity of the Yangtze can be easily diffused to the North. Every one is well aware of the fact that the existing mileage of railways as well as of highways is pitifully inadequate. Unfinished lines should be completed and extensive projects for new lines should be made. Efforts should be also expended in welding the existing and projected lines into a national system on the soundest economic lines.

Parallel to the development of railways is the amelioration of waterway communication and the allied task of river conservancy. Attempts should be made to secure the supply of irrigation water and to minimize the destructive effects of floods. The mighty Yangtze, for instance, can be most fully controlled for useful purposes. Serious attention should also be focused on the construction of extensive dykes and sluices. The task of dissemination of the knowledge of scientific tillage, afforestation, meteorology, hydrology, and hydrodynamics, is of supreme necessity. Because of the negligence of these, coupled with other causes, it is a deplorable fact to see that over a vast expanse of territory in North China, 12 million people in nine provinces are at this moment in the shadow of famine.

The opening of mines is another factor that should play a conspicuous part in the rebuilding of China. Take coal for instance. Recent surveys reveal that China possesses one-eighth of the world coal-supply. It is stated that the heights to which she may rise in the industrial field cannot be predicted because of the abundance of her natural resources. Consequently, development in this line will not only help China but the world at large.

The General Outlook

The above are but a few of the most important features of the subject. As a matter of fact, the economic reconstruction of China is too complicated to discuss within a short compass. But it is clear that Mr. Sun's well-considered plan is to be commended. The carrying out of those projects, which will require many years of effort, will provide a larger number of people with food, clothing and habitation, and will elevate China to a respectable position among modern countries.

Unlike the erstwhile recalcitrant militarists, most of the Chinese leaders today have come to their senses; they are no longer seeking self-aggrandizement, but are striving for the welfare of the country. With the cooperation of friendly nations, the wholehearted effort of the government, and the stamina and sagacity of our industrious people, great prosperity will soon be realized in the advent of New China.

Nanking, April 15, 1929.

Peter's
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91 Szechuen Road and
196 Da Ching Lee, Nanking Road

TIENTSIN PUKOW RAILWAY

PEIPING (PEKING-PUKOW) THROUGH EXPRESS TRAINS

Commencing from 10th. December 1928 and until further notice, the above Through Express Trains Nos. 101 and 102 will run twice a week between Pukow and Peiping Via Hsuchowfu and Chengchow. Up Train leaving Pukow at 5.30 p.m. every Monday and Thursday arriving Peiping on 6.35 p.m. every Wednesday and Saturday and Down Train leaving at 7.00 a.m. every Monday and Friday arriving Pukow at 10.49 a.m. every Wednesday and Sunday.

A Ferry Service across the Yangtse is provided for passengers to and from the Shanghai Nanking Line in connection with the Through Express Trains.

Each train has First, Second and Third class cars, Drawing Room, Dining and Sleeping cars with all modern conveniences in order to meet the demands of the travelling public.

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Every effort is being made to improve this train service by the T. P. R. Admintstration in co-operation with Hankow-Peiping and Lung-hai Lines.

Time		Station	Time		
Arr.	Dep.		Arr.	Dep.	
18.35		Peiping		7.00	Mon. and/or Fri.
13.59	14.14	Paotingfu	12.01	12.16	,,
9.33	10.13	Shihkiachwang	16.10	16.50	,,
5.05	5.40	Shuntehfu	20.40	21.11	,,
	7.41	Chengchow	8.00		Tues. and/or Sat.
17.11		Chengchow		8.20	,,
14.44	15.15	Kaifeng	10.04	10.34	,,
	6.11	Hsuchowfu	22.25		,,
5.41		Hsuchowfu		22.40	,,
23.29	23.59	Pengpu	4.13	4.43	Wed. and/or Sun.
	17.30	Pukow	10.49		,,

PASSENGER FARE TABLE

		Peiping	Paotingfu	Shihkiachwang	Shuntehfu	Chengchow	Kaifeng	Hsuchowfu	Pengpu	Pukow
Paotingfu	1	8.80								
	2	5.70								
	3	4.15								
Shihkiachwang	1	16.20	8.00							
	2	10.50	5.15							
	3	7.65	3.75							
Shuntehfu	1	22.55	14.55	7.15						
	2	14.65	9.40	4.60						
	3	10.75	6.85	3.30						
Chengchow	1	40.05	31.85	24.65	18.10					
	2	26.00	20.65	15.95	11.65					
	3	19.00	15.10	11.65	8.50					
Kaifeng	1	43.80	35.60	27.80	21.25	3.75				
	2	28.40	23.05	18.05	13.75	2.40				
	3	20.20	16.30	12.70	9.55	1.20				
Hsuchowfu	1	58.95	50.15	42.95	36.40	18.90	15.20			
	2	38.20	32.55	27.85	23.55	12.20	9.85			
	3	25.10	21.05	17.60	14.45	6.10	4.95			
Pengpu	1	69.10	60.30	53.10	46.55	29.05	25.35	10.15		
	2	44.57	39.10	34.40	30.10	18.75	16.40	6.55		
	3	28.40	24.35	20.90	17.75	9.40	8.25	——		
Pukow	1	79.25	71.05	63.25	56.70	39.20	36.10	20.90	10.80	
	2	51.45	46.10	41.10	36.80	25.45	23.40	13.55	7.00	
	3	31.75	27.85	24.25	21.10	12.75	11.75	——	——	

Third class tickets are not booked on home line

The Turmoil at Tsinghua University

Among the resolutions passed by the Executive Yuan April 16 was one that Lo Chia-luen, President of Tsinghua University at Peiping, who had tendered his resignation through Chiang Mon-lin, Minister of Educatian, due to difficulties encountered in carrying out the new educational and administratwe policies of the university, be instructed to remain in office, and that the budget of the said University be jointly referred to the Ministries of Education and Foreign Affairs for consideration and decision. In this connection the following statement by the Students Association of the University is of interest.

The fundamental policy of Tsing Hua has been changed since 1925. Before that time, the institution was known as the college "for preparation for advanced studies in America." Every summer, about fifty students sailed away on stately President liners. But behind such a scene, thousands of dollars are squandered in many unnecessary expenditures. On the other hand, millions of youths in China never get the chance to enter universities, not to say going abroad.

The Tsing Hua administration, in the year 1925, decided to convert the College into a university. Instead of keeping out the wretched poor, the Tsing Hua University opened the way for all. At present, Tsing Hua has developed into a full-fledged university. This is evidence that the new policy is a complete success.

Such is the story of the coming into being of the Tsing Hua University. But since its birth, the University has suffered from its inherent weakness. From the days of the College, this institution has been under the sole control of the Ministry of Foreign Affairs. Curiously enough, there has never been an educationalist who became the President of Tsing Hua. In some way or the other, the Minister sent one of his counselors to take charge of the school. The College itself was nothing more than a department of the Ministry. Thus the University was placed under a dual control. The practice is a disintegration of authority, the result of which is irresponsibility. There is no precedent of the same kind in the educational history of any country. And worst of all the two Ministries vested their authority in a Board of Trustees, which has the supreme power of veto over the affairs of the University.

Under present conditions, the Board of Trustees is a "buffer zone", so to speak, between the two Ministries. This dual character provides too much ground for motives other than educational to couch in, and when this occurs, the development plan of the University and the essential interests of the students are, of course, considered as secondary questions. Personal dislike and factional feeling play an important part in the meetings of the Trustees. Therefore it is not surprising that, at the recent meeting of the Board, the development plan of the University, as submitted by President Lo Chia-lun, was, *in toto*, rejected. Thus the new policy of Tsing Hua, for four years winning the confidence and support of all concerned, received a severe blow at the hands of the Trustees.

The recent resolutions of the Board of Trustees are contrary, in every sense to the development plan of Tsing Hua. In the first place, the Trustees voted a reduction of $60,000 in the budget for the current year. They seemed to ignore the fact that since last summer, University expenditures are strictly regulated by income. Salaries of staff members have been reduced to a considerable degree. The reduction of $60,000 from the budget would mean the complete deadlock of school finance. A second resolution worse than the one just mentioned is the sending of 30 more students to America by the Board of Trustees during the coming summer. This is abrupt departure from the policy adopted since 1925 that the development of the University should be the sole and immediate concern of the governing authority. Considering that the Board is recognized as the faithful guardian of this policy we deem that they are unworthy of such a great trust. A third resolution which virtually brings an end to the Municipal Engineering Department of the University, shows even further that the Board of Trustees has actually done more harm than good to this institution. The Engineering Department was established in 1925 with an equipment costing more than $200,000 and a total enrollment of 60 students. But these things made little impression, if any, in the mind of Trustees! Lastly, the Board did nothing for the proper investigation and careful investment of our sinking fund. The result of maladministration is the reduction of the total sum of $8,000,000 to $3,000,000! Thus, we, the students of Tsing Hua University, have come to the realization that the Board of Trustees is no longer subject to any toleration and drastic measures should be taken for the abolition of this irresponsible organ.

Such is the chief object of our present movement. We are fighting for the strict observance of the development plan of this institution,

In this connection Hsu Meng Hsiung writes: "It is believed by many that the ulterior motive of the Board of Trustees in defeating mercilessly every project of development is to show their strong fist to frighten the President away. We blame the Trustees for failing to distinguish between personal dislike and public welfare, for fearing to dismiss the President in an open and honest manner if they have reason to do so, and for impairing Tsing Hua herself. Whether we like or dislike the President, we love Tsing Hua. We cannot deny that the President's plan is for the development of Tsing Hua, not for his own home. It is Tsing Hua we defend, and his plan we fight for. We cannot find fault with the President because the Board of Trustees, in crushing his plan, practically gives him no chance to succeed or to fail. It is unreasonable to condemn a man who has no freedom to do good or evil. The more the Trustees play the game, the more they loss it. At first, they did succeed pretty well in playing the students against the President. The complete failure of the President to bring back any result from the first meeting of the Trustees more or less disappointed the students and alienated their faith in him. In fact, there was even a time when an internal rebellion was hatched. But, last week, the second disgraceful defeat of even a minimum bill of development, the defeat forced on the President, caused the students to think once more seriously and finally they could not find any reason to excuse the Trustees. Before such a dangerous attitude of the Trustees, we are forced into action to defend Tsing Hua."

Member of Technical Advisory Committee

Dr. John P. Young, who is a member of the Technical Advisory Committee (popularly known as the Kemmerer Commission), was born on October 4, 1895. In 1917, he graduated with an A. B. degree from Occidental College! From 1917 to 1918, he was an examiner with the Federa. Trade Commission at Washington, D. C. The following year he was a graduate student in economics and finance at Columbia University, receiving an A. M. degree in 1919. From 1919 to 1922 he was a graduate student and Fellow in economics at Princeton University, receiving an A.M. degree from Princeton in 1920 and the degree of Ph. D. in 1922. The following year he was instructor in economics at Princeton University From 1923 to 1924 he was economist to the United States Senate Commission of Gold and Silver Inquiry and Director of the Commission of Investigation of Foreign Currency and Exchange. In connection with this work Dr. Young spent several months in Europe making a study of currency conditions in sixteen European countries. The results of these investigations are given in his two volumes on European currency and Finance published by the Commission of Gold and Silver Inquiry of the United States Senate and printed as a Government document at the United States Printing Office in 1925. In 1923, Dr. Young visited all the Central American republics making a study of their currencies and currency problems. The results of this study were published in 1925 by Dr. Young in his book on Central American Currency and Finance.

Dr. John Park Young, Assistant Expert in Currency and Banking.

In 1926, Dr. Young became Professor of Economics and Sociology and the head of that department in Occidental College, the position which he now holds.

Dr. Young is the brother of Dr. Arthur N. Young, the expert of the China Commission in the field of public credit.

Perfect When Sun-Maid Raisins Are Used

RAISIN PIE

1 pound seedless raisins
1½ cups sugar
¼ inch cube of ginger
1 pint water
Juice of 1 lemon
Grated rind of half lemon
Pie Crust
Tapioca for thickening, if desired

Let the raisins stand in the water for half an hour, then simmer with the lemonrind and ginger, sugar and a few grains of salt, until they are perfectly tender and the resulting syrup is rich; then add the lemon juice and a tablespoon of tapioca, and allow to cook until the tapioca is tender and clear. In the meantime, line a pie plate with pie crust, cool the sauce, dust the lower crust lightly with flour, pour in the raisin mixture, cover with a whole crust or with criss-cross strips, and bake from 25 to 30 minutes in a moderate oven.

Raisin Tarts are made in the same way, only the mixture is poured into small pastry shells and covered with criss-cross strips of pastry or the top may be left open.

Sun-Maid Raisin Growers' Association

3 Canton Road, - - - - Shanghai.

NATIONAL ARMIES ARE TRIUMPHANT EVERYWHERE

(*Continued from page 367*)

Chief and Field-Commander should be conferred upon meritorious comrades. In our ignorance, we heartily endorsed this suggestion, not knowing that it was pure sarcasm on the part of our elder, who merely wished us to realise our vanity. From recent declarations concerning the Wu-Han incident it is evident that our superiors have been more than patient with us. I hope, therefore, that you will issue strict instructions to your former subordinates to stop this foolish defiance of the Government so that the punishment they deserve may be lightened for them."

The situation in Canton is, however full of uncertainty, as there may be a mobilization against, or an attack from, Kwangsi. At the present moment, General Chen Chi-tang is the supreme military figure, having been appointed by Nanking as special disbandment officer in this province. Until recently he was a trusted subordinate of General Li Chi-sum, the imprisoned Kwangsi leader at Tangshan. Admiral Chen Cheh now definitely takes side with President Chiang Kai-shek and denounces the selfishness and intrigue of theNewKwangsi Clan which is composed of Li Chi-sum, Li Chung-jen, Pei Chung-hsi, and Huang Shao-hsiung. General Hsu Ching-tang, who is a loyal supporter of Li Chi-sum, has resigned from his military duties instead of shifting over to the central authorities.

Chen Ming-chu Loyal to Chiang Kai-shek

The one who is believed to be really loyal to Chiang Kai-shek is Gen. Chen Ming-chu, chairman of the Kwangtung Provincial Government. Although he has resigned from his military command, he still wields considerable influence over his army and his subordinate officers. When Li Chi-sum was the principal military ruler in Canton, Chen was politely asked to move his troops to the southern districts, but since Li's influence in Canton is gone, General Chen's soldiers are being sent back by Canton. Chen himself is still in Hongkong under treatment at the Government Civil Hospital for injuries sustained at the fire in King Edward Hotel. At this critical time, the people in Canton are very anxious that Chen Ming-chu should return as early as possible to look after the affairs of the province.

A report is passing around in journalistic circles that the National Government has ordered General Chen Chi-tang to lead his troops to attack Wuchow, the stronghold of the New Kwangsi Clan. Since Chen owes his present power and influence to Li Chi-sum, the former does not appear to be enthusiastic to fight Li's clique. Since Admiral Chen Cheh has thrown in his lot with Nanking, the National Government has sent the cruiser *Hai Yung* to Canton to strengthen the local naval unit in the event of a mobilization against Kwangsi. Generals Huang Shao-hsiung, Pei Chung-hsi, and Li Chung-jen are now in Kwangsi, and are planning to attack Kwangtung for being obedient to the National Government. At the same time, they are creating an atmosphere of peace and goodwill towards this province—which is a mere smoke screen.

It seems unlikely that the New Kwangsi Clan will regain their control on Kwangtung for some time. They are undecidedly unpopular with the Cantonese people who rightly or wrongly are under the impression that Li Chi-sum remitted large sums of money for the reconstruction of Kwangsi, while all plans for the development of the province are kept in abeyance. It is said that Li Chi-sum supplied plenty of money to support the forces of General Li Chung-jen in Hankow and General Pei Chung-hsi in Peiping with the result that Canton is squeezed dry. Generally speaking, the people do not favor any Kwangsi men to rule for Canton, as the slogan "Kwantung for Kwangtung people" is deeply imbedded in the minds of the people there.

As regards the detention of General Li Chi-sum at Tangshan, a Canton correspondent says there is some perturbation in British circles, as the ex-Canton militarist is a warm admirer of the British. General Li is a good friend of Sir Cecil Clementi, governor of Hongkong. Whenever Li Chi-sum passed through Hongkong on his way to Nanking, he never failed to call at Government House and had an interview with the Hongkong governor. Sir Cecil speaks good Cantonese and could converse with Li directly. However, credit for the friendly relationship with the British in Hongkong is shared by Chu Chao-hsin, the Commissioner of Foreign Affairs. Public opinion nevertheless appears unfavorable to a too close relationship, because Canton does not have to depend for anything on Hongkong.

Chinese Aviator Who Flew from Berlin Due Here Next Week

Capt. Chen Wen-lin, the Chinese aviator who left Berlin last month on a trans-continental tour to China arrived in Amoy April 25, where he received a rousing reception. He is due in Shanghai early next week and will land at the Hungjao airdrome. The Nanking government has made elaborate preparations for his reception here.

Wu-Han Merchants Demand Abolition Of Miscellaneous Taxes

A special dispatch to the Shanghai *Morning Post* from Hankow states that various commercial and industrial concerns there petitioned President Chiang Kai-shek asking for the abolition of miscellaneous taxes and other oppressive measures imposed upon them during the regime of the Wu-Han faction. According to a petition from the shareholders of the Chi Tsi Water and Electricity Company it is charged that the former authorities of the Wu-Han Municipality wrested the control of the concern through a so-called "Reorganization Committee". The company thereby sustained a loss of about one million dollars which went into the pockets of the Wu-Han clique. The dissolution of the "Committee" and restoration of the management to the eighteen representatives nominated at a shareholders meeting are requested.

In another petition the Wood Oil Guild urges that the special export tax on wood oil be abolished.

It is understood that most of the petitions are receiving careful and sympathetic consideration from the President and appropriate measures will be taken in deference to the wishes of the petitioners.

Two Chinese Are Appointed Commissioners of Customs

According to the *Kuo Wen* News Agency, the Nanking Government Ministry of Finance has announced the appointment of fifteen new Commissioners of Chinese Maritime Customs, among whom are Oong Zur-tseng and Ho Chi-fei who are the first Chinese appointed to the rank of Customs Commissioner in China. Mr. Oong is a native of Soochow and has been for a number of years in charge of the Statistical Department of the Shanghai Customs House in which he has rendered services of distinct value to the Chinese Government. He was appointed to the rank of Deputy Commissioner of Customs at Shanghai last year and is now appointed acting Customs Commissioner of Soochow. Mr. Ho has been for a number of years Assistant Statistical Secretary with the Inspectorate General of Customs and was promoted to the rank of Deputy Commissioner last year. He is a native of Canton and is a very experienced man in the Chinese Customs Service. Mr. Ho has been appointed acting Customs Commissioner of Hangchow.

Powers to be Notified of Abolition of Provisional Court

A *Ta Chung* telegram from Nanking states that the text of the notification of the abolition of the Shanghai Provisional Court is reported to have been prepared jointly by the Judicial Yuan and the Ministry of Foreign Affairs and it is expected that identical communications contained in the note will be forwarded to the diplomatic repesentatives of the various Powers concerned as soon as the State Council approves of the document.

Dr. Wang Chung-hui, President of the Judicial Yuan, and Dr. C. T. Wang, Minister of Foreign Affairs, together with a number of the country's jurists have been in session discussing the procedure governing the abolition of the Court at the end of the year when the presont Rendition Agreement expires

Huge Loss Caused to Chinese Railways by Japanese Interference

An estimate prepared by Chinese Railway authorities shows that the financial loss to the Government in consequence of the suspension of the Tientsin-Pukow Railway, due to the Tsinan Incident, since March 12, last, amounted to approximately forty thousand dollars ($40,000) per day. The above figure is based upon the average daily revenue of the Railway in the past few years. The *Ta Chung* news agency understands that the Ministry of Railways is submitting a momorandum concerning this matter to the Executive Yuan which, it is expected, will in turn instruct the Ministry of Foreign Affairs to take up the matter with Japan.

Chang Hsueh-liang Returns More Rolling Stock

Minister of Railways Sun Fo during the week received a telegram from General Chang Hsueh-liang, Chairman of the North Eastern Political Affairs Committee, stating that with the settlement of the Tsinan Affair the resumption of traffic on the Tientsin – Pukow Railway was to be expected and therefore he was returning five locomotives, two 1st class passenger cars, three 1st class sleeping cars, two 2nd class passenger cars, 15 3rd class passenger cars, 2 dining cars, and three repair cars to the Tientsin-Pukow Railway Administration.

Harold Dollar Announces Plans For Two New Pacific Liners

J. Harold Dollar, vice-president and for many years general manager of the Dollar shipping and other interests in the Far East, returned to Shanghai last week on a general tour of the company's various offices in Japan, China and the Philippines. Mr. Dollar is accompanied by Mrs. Dollar and their children, and after a few days here they will proceed to Hongkong, Canton and Manila, following which they will return to Shanghai for a week's stay before returning to the United States.

Mr. Dollar first arrived in Shanghai in 1908 and has been closely identified with the phenomenal development of the interests of the Robert Dollar Company in this part of the world and in addition to his business activities has also been active in the affairs of the American community at Shanghai. He was president for several terms of the American Chamber of Commerce of Shanghai and was instrumental in the organization of the Associated American Chambers of Commerce in China, which, in 1922 after several years of effort succeeded in inducing the U. S. Congress to enact the China Trade Act, a legislative measure that has facilitated the development of American business in China. American companies with a total capitalization of more than G.$30,000,000 are now incorporated under the China Trade Act. Mr. Dollar was also active in the organization of the Shanghai American School and the American Club, serving as president of the American Club for several years. He served for some time as one of the American members on the Shanghai Municipal Council and as the American representative on the Whangpoo Conservancy Board, an organization which has had much to do with the development of modern harbor facilities at Shanghai.

Mr. J. Harold Dollar

While stating that there is no special significance to be attached to his present trip to the Far East, Mr. Dollar expressed gratification at the strides which have been made in the direction of political stabilization in China in the past two years. "I have watched the political developments of the past two years," said Mr. Dollar, "and have been most gratified to see the gradual coming into effect of the ideas and ideals of the younger generations of Chinese men and women, with many of whom I am personally acquainted. If China can be given a few years of stabilized political conditions, I am sure that the plans for national reconstruction can become an actuality and when that time comes I am sure that American businessmen and financiers will be more than willing to cooperate in the building of a New China."

Mr. Dollar expressed special gratification at the growth of his own company's business, in which connection he said that his company had definitely decided to construct at least two fast passenger liners to engage in the Oriental trade. The vessels will be 650 feet in length 81 feet beam, capable of maintaining a scheduled speed of 21 knots. They will have a first class passenger capacity of 350, 2nd class 150, steerage 850. These vessels have been designed in the United States and when completed will be the very latest and best that can be built. The ships will each to be of 30,000 tons register, keels to be laid down within three months and to be completed within 24 months one to be built at Newport News and the other by the New York Shipbuilding Co.

The company also contemplates building two 16-knot passenger vessels to engage in the Inter-Island trade of the Philippines.

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In the United States Court for China

In re Last Wil. & Testament of WARREN MANLEY, Deceased

Cause No. 3151
Estate No. 686
NOTICE

Pursuant to an Order of said Court, notice is hereby given to all persons having claims against the estate of Warren Manley, deceased, to present the same with vouchers to the undersigned on or before October 13, 1929, and all persons owing debts to said deceased are hereby notified to make payments of the same in due course to the undersigned.

ERNESTINE LANE MANLEY,
Shanghai, China,
April 11, 1929. 3 Canton Road,

THE CHINESE EASTERN RAILWAY

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Information, Reservations and Through Bookings at the following Agencies of the Chinese Eastern Railway:

SHANGHAI, 3, Canton Road, Robert Dollar Cudding.
Telegraphic Address: "KITVOSTDOR"
Phone: 17132

HARBIN, C.E.R. Travel Bureau, 170-171 Kitaiskaya street,
Telegraphic Address: "EUROPASIA"
Phone: 24-65
C.E.R. Grand-Hotel, 2 Sungarisky Prospect,
Telegraphic Address: "GRANDHOTEL"
Phone: 24-18

TIENTSIN, 74, Rue de France,
Telegraphic Address: "KITVOSTDOR"
Phone: 1888 S"

DAIREN, 110, Yamagata Dori,
Telegraphic Address: "KITVOSTDOR"
Phone: 8243

MOUKDEN, 24, Chiyoda Dori,
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The Passing of the Compradore System—and Why?

BY B. Y. LEE

A COMPRADORE is an intermediary or agent employed by a foreign company to deal with the natives in a country in which the firm is located. His position has been almost indispensable with foreign firms in the Far East, and particularly so in China. Among foreigners, he is called a compradore, but to Chinese business men, he is the "Chinese manager." To the upper classes of Chinese, he is known as a "Chinese Jew." The compradore system came into existence when foreigners first established their business enterprises in China's treaty ports. Practically speaking, when a Chinese thinks of a foreign firm, he also thinks of the compradore for the two have always gone together. The employment of compradores has always been a well-established business custom among foreign traders in China, who have seldom given any serious consideration as to whether or not the compradore is advantageous to their business undertakings or not.

Compradores as a class usually have received very little literary education either in Chinese or English. Very few of them are foreign returned students, due to the fact that returned students have not been inclined to hold such positions or they are not acceptable to foreign traders on account of their knowledge of the business psychology of foreign traders. Few compradores can read the English papers but they usually can speak good pigeon English such as "no can't do" and similar phrases. A man of domestic inclinations could never be a successful compradore, because a good compradore must be a good drinker, a good smoker, a good gambler and a good mixer; he must be able to play "mahjong" and frequent "sing-song" houses and restaurants. It is universally believed that in these places he can get business and get acquainted with various Chinese business men of similar inclinations. Above all, he must have a "sugar-coated" tongue in order to deal with various classes of customers and to handle different kinds of business transactions. Most foreign firms give extra pay to their compradores for so-called "social expenses". Since compradores can earn money easily and also spend it freely, their names are well known to professonal swindlers, bandits, robbers, kidnappers, and other outlaws. Many compradores in recent years have been held up by bandits, and many homes of compradores have been robbed. During the past three years, more than one hundred compradores or their sons have been kidnapped in the foreign settlements, thus constituting more than 60% of the kidnapped.

The qualifications of a compradore are experience, guarantee, and influence. The guarantee is of many types: "cash," "shop" and "title deed." The amount of guarantee varies from a few thousand dollars to a quarter of a million dollars depending upon the nature of the business. The compradores of the Hongkong and Shanghai Banking Corporation and other foreign banks are required to put a cash and title deed guarantee amounting to more than a quarter of a million dollars. Certain foreign firms need compradores who have influence among the Cantonese, while others need compradores who have influences among the Ninponese. Still others need those who have influence among government officials, the native banks, etc. In some cases when the amount of cash guarantee required is too large a compradore may ask his friends to contribute a certain portion each and later when a profit is made it is divided proportionally among the "shareholders". The principal source of income of the compradore is the commission, which varies from one-quarter to one percent on all transactions passing through his hands directly. The amount of commission is less if the sales are transacted indirectly through a third party. During the European War a compradore in an American import firm became a rich man, as the firm sold more than ten million dollars worth of textile machinery. The foreign firm, however, almost went on the rocks. Even to-day there are many compradores in Shanghai who are making as much as $50,000 a year. Once a compradore of a foreign bank became the Minister of Finance in the Peking Government.

The Ins and Outs of the Tael

A subsidiary income of the compradore is from the ins and outs of the tael which is still used as a unit of currency in business transactions. Supposing the rate of the tael on a certain day equals $1.39, the outgoing bills are paid at $1.385 and the incoming bills are charged at $1.395 per tael thus enabling the compradore to "squeeze" quite a large sum if the total of bills received and paid out is large. A certain British auctioneer allows his compradore to charge five cents difference between the incoming and outgoing bills in spite of kicks and quarrels that frequently take place between the compradore and his customers. The compradores employed in foreign department stores in Shanghai are still worse. If one buys one dollar and fifty cents worth of goods and gives the clerk two dollars either in silver or in notes, he certainly will get fifty cents "small" money back. Such cases are unknown in the Chinese department stores or banks. This is one of the reasons why foreign traders are losing their business year after year in cases where there is a Chinese competitor in the same line of trade.

The risks assumed by the compradore are many, some of which are beyond his control. He is fully responsible for the personal integrity of his Chinese staff, outstanding debts of his customers, distribution and advertising the goods of his firm, etc. Many foreigners who came to China empty handed have been able to build up a fat profit by calling to their aid compradores who are required to furnish large sums in the form of advances. This is a method in financing a new-business enterprise, particularly common among newly organised small foreign firms. The usual procedure is as follows: a foreigner who with limited means has equipped his office and hired a foreign staff proceeds to advertise for a compradore who is repuired to put up a cash guarantee against the coming goods as security. If the business is good, the compradore gets his commission at the end of a certain period, but his cash guarantee still remains in the hand of his foreign co-partner. When the business is bad, the compradore either sticks to his job without any immediate hope of getting back his cash guarantee or leaves the firm without getting it at all. The best he can do in this case is to ask for an "I. O. U." from his foreign co-partner and then await future developments.

In the pre-Boxer days when foreigners first came to China to start business enterprises they could not understand the language and business practice of the country, so the compradore was a "pillar" to them to get business, to manage the Chinese staff, and to collect the outstanding debts of the company. When the Chinese were not modernized and were totally ignorant of western methods of business the compradore was a strong weapon and obedient servant to foreigners. Now, however, economic conditions have changed. The Chinese have learned their lessons in foreign trade. Furthermore, the Chinese to-day are different from those of pre-Boxer days. They are becoming competitors of foreigners in many lines of business. In Shanghai alone there are more than a hundred large Chinese export and import firms, some of which have done as much as ten million dollars of business a year. The Wing On, the Sincere and Sun Sun department stores together have done about $20,000,000 of business a year. Many old foreign owned department stores are now in bad shape mainly due to Chinese competition. Few educated Chinese want to be compradores now; rather they would invest their money in a new business enterprise in which they are executives and have some voice in the management.

Are Compradores Now Necessary?

Whether or not compradores are absolutely necessary to the conduct of foreign trade in China is a debatable issue. The arguments are more vigorously in favor of cutting out the intermediary services of compradores. In the long run the public cannot but feel that the earnings of compradores constitute a direct burden on the consumers. The amount of commission and salaries given to compradores must be added to the price of the goods sold, not to mention many artful practices of "squeeze" common to compradores. Compradoredom in Shanghai has been more or less monopolised by the Cantonese and Ningpoese. For this reason both the Cantonese and Ningpo dialects are very useful in trade in Shanghai. In the shipping trade practically all compradores are Cantonese, but in banking and industrial enterprises the Ningpoese are powerful.

The employment of compradores in foreign owned industrial enterprise, particularly the British owned cotton mills in Shanghai, has produced the greatest evil. The compradores are paid so much per bale of yarn or piece of cloth that is produced on what is called the "contract system." They are also given full power to hire all operatives at as low a wage as possible. Thus the operatives are at the mercy of the compradores and the result is that the helpless operatives are low-paid and suffer great misery. As a result all welfare work for laborers is greatly handicapped and improvement in labor conditions is almost impossible. Compradores are also employed in buying raw material and in selling the finished product on a commission basis. The result is that the finished product is poor and is sold at a cheaper price. For this reason the number of British owned mills in Shanghai has decreased year after year. Many compradores employed in British mills are now millionaires, while the firms have gone out of business.

Few executives in foreign business establishments have any desire to learn the Chinese language or to study Chinese business psychology, since they may not stay in China for any considerable length of time. To avoid any difficult problems that may arise from dealing with Chinese customers they employ compradores to deal with them. The compradore thus becomes a handy tool. However, to-day many newly organised foreign firms and those which have been reorganised do not employ compradores. Before compradores can be entirely eliminated in the trade foreign managers must learn how to speak Chinese in order to command their employees directly. They should seriously study the changing social and economic conditions of China to-day and cultivate good-will with their Chinese staff. Personal attention should be given to all complaints that come from customers. The accounts should be kept in dollars instead of in taels. This will reduce some of the evil practices. The bond system similar to that put in practice by many modern Chinese establishments should be adopted, and a scientific system of gradual promotion should be carried out so that confidence and good-will can be secured, which will help make the business prosporous without the intermediary services of the compradore. When this comes about, foreign trade in China will take on a new lease of life.

Snanghai, April 18, 1929.

Japanese Who Wanted "Direct Action" in Manchuria Are Deported

The *Japan Advertiser* states that fourteen Japanese conspirators who came within an ace of changing the entire political situation in Manchuria less than two months ago, arrived in Moji recently under guard. The leader, Hakuro Kobinata, 30 years old, is under a sentence which prohibits him from going to China or Manchuria for three years. His 13 followers are under a similar sentence of two years duration.

Angered by the anti-Japanese sentiment in Manchuria, Hakuro decided last December to change conditions by direct action, so he and the others organised themselves as the Hakuyodan, or White Sun League. They allied themselves with 160 Manchurian bandits and prepared to capture the city of Mukden. They proposed simultaneously to blow up the electric power station, the Taiseimon and the Shosemon, two gates to the Chinese walled city and certain stations and portions of the road between Mukden and Peitaiying, where 10,000 Mukden troops were stationed. Thirteen men at the same time were to throw bombs promiscuously about the city.

In the panic that was certain to follow these outrages the conspirators reckoned they would be able to seize control of Mukden before the soldiers could arrive. The plot was set for the night of February 27, but the Japanese authorities got wind of the affair at the last moment, and in the afternoon of the same day most of the explosives and ammunition which the conspirators had gathered were confiscated and a number of the men were arrested.

THE IMPORTANCE OF FAMILY LIMITATION IN CHINA

(*Continued from page 366*)

will render her a true companion for her husband and a source of inspiration for her children. The myth of the inferiority of women has had the strongest hold in those countries where the sole function of women was thought to be that of procreation. Today in all advanced nations women have gained recognition as virtual equals of men, and they have done so by throwing off the shackles of involuntary motherhood. The home is a vastly more sacred place when it starts as a voluntary partnership of equals with the addition of such children as are mutually desired.

The success or failure of a marriage very frequently rests in the adjustment of the sex-life of the couple. Even though quantitatively the sex relationship may seem unimportant, an improper adjustment will destroy much that is finest in marital love, while life holds no greater reward than the mutual satisfaction of a truly normal sex-life. Such perfect harmony cannot possibly be achieved when there exists a constant lurking fear of an unwanted pregnancy. Perfect adjustment can only be secured when both parties can give spontaneous expression of their love without fear of possible consequences. Husbands and wives should not shirk the responsibilities of parenthood, but the assumption of life's greatest responsibility should be a solemn thing only to be entered upon willingly in the spirit of awe and thanksgiving.

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Public Loan Bonds Law Adopted

The general principles governing the issue of public loan bonds were adopted by the Legislative Yuan at Nanking at its 20th meeting on Saturday, April 20. The following is a translation of the regulations.

I. All Government bonds, both long and short term of over one year, shall be regulated according to these principles. Similarly, all government loans, debentures or bonds of over one year shall likewise be negotiated or issued in conformity with these principles.

II. When the Central Government issues either domestic or foreign bonds for subscription, the nature, purpose, total amount, rate of interest, and the methods of issue and amortization and all other necessary conditions thereof should be clearly explained and formulated into a set of regulations which shall, after investigation by the Ministry of Finance, be referred by the Executive Yuan to the Legislative Yuan for adoption and subsequent submission to the State Council for promulgation before they can become effective.

III. Both the Central and local governments, when issuing public bonds, shall not designate and utilize the subscriptions thereof for ordinary or regular administration expenses.

IV. All domestic and foreign bonds issued by the Government shall be limited to the following three purposes:

(a) As investment of capital in productive and non-speculative enterprises, such as construction of railways, conservancy, reclamation and development of natural resources; provided these enterprises are financially able ultimately to liquidate the debts without at the same time increasing the burden or liability of the Central Treasury;

(b) As expenses for the institution and carrying out of important national projects, which, though financially non-productive, will nevertheless, produce lasting benfits to the country as well as the people, such as national defence measures and educational and public health enterprises;

(c) As extremely urgent expenses, such as emergency military expenses and famine relief funds.

V. All subscriptions to these bonds, when already specifically designated, shall not be appropriated for any other purposes.

VI. The various local governments shall not issue bonds for subscription by foreigners unless the same have been otherwise approved by the Legislative Yuan after due consideration and discussion.

VII. Provincial Governments shall not issue bonds exceeding one million dollars ($1,000,000) unless otherwise previously approved by the Central Government. District or Municipal Governments shall not issue bonds exceeding fifty thousand dollars ($50,000) unless otherwise previously approved by their respective superior Government organs.

VIII. The total amount of the bonds which various Government organs propose to issue shall be such as not to complicate their financial administration and cause interference with the carrying out of other administrative measures. The Government organ concerned must also be able to redeem the principal and to pay the interest on the bonds punctually.

IX. Whenever necessary, the Government may issue bonds with the offer of prizes and allocate a small portion of the interest thereon for the purpose (premium bonds).

X. The proceeds from and expenditure of various bonds shall all be tabulated on the budgets and balance sheets; and the issuing organ, in conjunction with the Control Yuan, shall submit a report thereon for publication.

XI. All amortization funds shall be placed in the custody of the Committee specially appointed for the purpose, the regulations governing its organization and functions to be separately formulated. Whenever necessary, the bond-holders may appoint representatives to participate in the auditing of accounts.

Tibetans Want No Second India

A Tibetan delegation despatched by the Panchen Lama from Tibet arrived at Nanking recently and presented a memorandum to the State Council petitioning that the administration of governmental affairs in Tibet be attended to direct by the Central Government for the welfare and benefit of the Tibetan people. "The Tibetans firmly believe in the Kuomintang and its principles," the petition states, "and do not wish to degenerate into a second India under British domination."

Kuomintang Congress' Commendation of Chiang Kai-shek

The following translation has been issued by the Kuo Min news agency of the Commendation of President Chiang Kai-shek which was passed at the recent meeting of the Third National Congress of the Kuomintang at Nanking.

Since our late Party Leader exerted his utmost throughout his whole life in formulating and determining the Three People's Principles and establishing the foundation of the Revolution, the Party has been able to overthrow the despotism and tyranny of the previous regimes of several thousand years and establish the Republic of China.

However, foreign aggression and internal intrigues repeatedly stood in the way of our national development and our Leader passed away before his aims could be realized, although he had succeeded in laying down the general scheme and plans. The country thus suffered the irreparable loss of a great leader and teacher.

Comrade Chiang Kai-shek, who long ago joined our Party, was able personally to revive the late Leader's instructions and followed his example. At this beginning of the establishment of the new State, he has already achieved considerable distinction. In the progress of the Revolution in Fukien and Kwangtung, his meritorious deeds were self-evident and our late Leader commended his work highly and looked to him for more achievement.

In the spring of the 13th year of the Republic (1924), he founded, under instructions of the late Leader, the Military Academy at Whampoa to educate and train our youths to raise the nucleus army of the Revolution. His diligence and efficiency produced remarkable results. He trained the cadets into excellent soldiers who could defeat any army of much larger size.

At the second Eastern Campaign against Chen (Chiungming), he succeeded in uprooting all remnants of the rebels. After he returned to Canton, he again pacified southern Kwangtung, thus bringing security to the very foundation of the Revolution.

In the summer of the 15th year (1926) under instructions of the Central Authorities, he commanded all Revolutionary forces in the march northwards. He successively captured Hunan, Hupeh, Kiangsi, Anhwei, Fukien and Chekiang, thus extending the Revolution to Northern Kiangsu.

In the spring of the 16th year (1927) due to the Communist uprising in Hupeh and Hunan and the subsequent misrule there he consulted with the elders and resolutely started the Party Purgation Movement. Having exterminated the subversive elements and restored peace and order he established the National Capital at Nanking in accordance with the wish of the late Leader. The foundation of the Party and the Nation thus became more assured.

In the spring of the 17th year (1928), he resumed the Northern Punitive Expedition. Despite the resistance of the feudalistic warlords of the North and the aggression of our eastern neighbor, his perseverance and courage finally resulted in the capture and pacification of Chihli and Fengtien, thus bringing the Expedition to a successful conclusion. Furthermore, he instituted rehabilitation measures for the country and devoted himself to military reorganizatian and disbandment in order to establish a foundation for peace of the country.

This Congress, mindful of the meritorious deeds of our Comrade to the Nation by realizing the wish of our late Leader in unifying the country, hereby, on behalf of the Party, specially commends him. It is to be hoped that he may further exert himself with unfailing energy to complete and consummate the Revolution.

Directors of University of Nanking Hold Annual Meeting

One of the problems dealt with at the recent annual meeting of the board of directors of the University of Nanking was the attempt to meet an accumulated deficit of the previous two years, due largely to the directors agreeing to raise certain funds in China and then failing to do so. In this connection it will be remembered that some months ago the announcement was made that C. M. Hall, the inventor of the process for refining aluminum which is used by the American Aluminum Co., had made a grant in his will to the University of U. S. $600,000. The report of the meeting reveals the fact that before the meeting the faculty committee appointed by action of the directors had met three or four times to try to handle a total of one hundred and ten thousand dollars "asking" from all departments above all assured income, and not counting the income from the Hall Fund which was estimated at about sixty thousand dollars. In the end the directors revised the budget which had been submitted and approved a plan whereby about eight thousand dollars is to be paid on the deficit after 1929-30.

The directors announced that Dr. J. C. Ferguson had personally paid the Boston University Nanking Association deficit, amounting to Mex. $10,089.11.

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Men and Events

C. Y. W. Meng has removed his law office to 9 Foochow Road, Shanghai.

James M. Brown, manager of General Motors, Inc., is at present in Japan on a business trip.

Capt. W. I. Eisler of Eisler, Reeves, Murphy & Tipple Ltd., arrived in Tientsin last week on a business trip.

F. E. Vincent, manager of the American Foreign Insurance Association in Shanghai, is in Harbin on a business trip.

R. I. Hope, assistant editor of the *China Press* departed from Shanghai on the French steamer *Chenonceaux* during the week.

Rumors were current in Shanghai during the week that an American syndicate was making offers for the Shanghai Tramways.

W. P. Willson, manager in China for Arkell & Douglass departed from Shanghai for Hongkong on a business trip during the week.

Owing to the prevalence of meningitis Chaplain Hall of the U. S. Marines decided not to hold the usual church service last Sunday.

Dr. H. H. Kung, Minister of Industry, Commerce and Labor, who has been confined to his home on account of illness for several days, has recovered.

A jury at the U. S. Court for China April 24 adjudged Chaoles B. La Rue of unsound mind and ordered him transferred to the United States to be placed in an institution.

Dr. O. D. Rasmussen of Shanghai, author of the book, "What's Right With China" has departed on a six months' trip to Europe, traveling by way of the Trans-Siberian Railway.

Reginald Sweetland, correspondent for the *Chicago Daily News* has gone to Tsingtao on an inspection trip in connection with the evacuation of Japanese troops from Shantung Province.

Six thousand laborers went on strike at the Kailan Mining Administration at Chinwangtao end of last week. Gen. Li Ping-hsien is mediating between the strikers and the Kailan Mining Administation.

A son, Donald Lee, was born to Mr. and Mrs. E. G. Whittaker of Shanghai on April 12. Mr. Whittaker is representative in the Far East for the Universal Winding Company of Boston.

Albert A. Dorrance, accompanied by his wife and son returned to Shanghai from the United States during the week. Mr. Dorrance is connected with the Standard Oil Co. of New York. He had been home on holiday.

Sixteen Chinese students arrived in London during the week. They are protegees of Marshal Feng Yu-hsiang who has sent them to Europe for technical training and also for entrance to Naval and Military schools.

C. Kuangson Young, a member of the staff of the Ministry of Foreign Affairs, who was operated on at the Shanghai Sanitarium last week for appendicitis, has recovered, but will be confined to the hospital for several days.

A contract was recently signed at Chinkiang between Lu Shiao-fo, President of the Chinese Chamber of Commerce, and the British Consul for the sale of the British Water and Electric plant to the Chinese Chamber for $50,000.

The Shanghai Municipal Industrial Bank has been closed. Its principal function was to accumulate funds for Municipal debentures, a proceeding now made unnecessary because of the the sale of the Municipal Electricity Departmant.

An address on the present situation in China was made by Roger S. Greene, Acting Director, Peking Union Medical College, Thursday, April 11 before the China Society of America, 19 West 44th Street, New York City.

The Spring Season Chinese Products Exhibition was opened at the Commercial Exhibit Hall of the Chinese General Chamber of Commerce of Shanghai at North Honan Road Sunday, Arpil 21. The exhibition will continue for one month.

Basil C. Newton, Counsellor of the British Legation, who has acted as the British Minister's representative at Nanking and Shanghai, is leaving for England shortly. He will be replaced for the time being by Mr. A. F. Aveling, the First Secretary of the Legation.

Henry K. Murphy and Ernest P. Goodrich, advisers to the Chinese government, will speak on the City Planning of Nanking at the National Capital, at the meeting of the Pan-Pacific Association of Shanghai to be held at the Astor House Monday, April 29 at 12.15 p.m.

Village Families in the Vicinity of Peking is the title of a 66 page brochure compiled by F. C. H. Lee and T. Chin of the Social Research Department of the China Foundation at Peiping. It gives details of the living conditions of the rural suburban families in the vicinity of Peiping.

Letters received in Shanghai from Harry H. Olcott, president of the Asbestos Products Co., Exeter, New Hampshire, state that a group of New England manufacturers is planning a world industrial cruise for 1930. The party will stop for some time in the principal ports of China.

It is announced from Nanking that the new Government Mint will commence the coining of new silver dollars for the Shanghai banks on May 1. The capacity of the Mint is stated to be $150,000 per day. Chinese banks have been urging the Government for some time to start the operation of the Mint as quickly as possible.

While a Junkers seaplane (one of the seven two-seaters recently delivered to the Nanking government) was being maneuvred by a pilot and mechanic in the Whangpoo near the Kiangan dock April 25, it struck the mast of a junk and was wrecked. The pilot jumped and escaped without serious injury. The mechanic was killed.

Victor Keen, who has been correspondent for the *Chicago Tribune* in Tokyo, is due to arrive in Shanghai about May 1, to become chief correspondent for the New York *Herald Tribune* in succession to Thomas F. Millard, who has been appointed an advisor by the National Government. Mr. Millard will depart for the United States shortly.

The Health Bureau of the Chinese Municipality of Greater Shanghai has issued a circular letter ordering all Chinese doctors to file a schedule of their charges (which must be reasonable) within a week. This action has been taken to bring the services of foreign-trained Chinese medical practitioners within the reach of the poorer classes.

The French Bookstore (Societe Francaise de Libraire) at Tientsin has been appointed sales agent for the statistical service which is issued weekly by the Nankai University Council on Social and Economic Research at Tientsin. It publishes an index number of the cost of living of workers in Peiping and other useful social and economic information.

Cyrus H. Peake, an assistant Professor at Columbia University, New York, accompanied by Mrs. Peake, has arrived in Shanghai and is living at 6 Medhurst road. Prof. Peake is a teacher of Chinese history in the Department of Chinese and was in China five or six years ago. He will remain here for several months to make a study of Chinese questions.

The British Consulate at Harbin has been raised to a Consulate General and C F. Garstin, present Acting British Consul General in Shanghai, has been appointed to the post. Mr. Garstin awaits the arrival in Shanghai of John Fitzgerald Brennan, formerly Acting British Consul General at Canton, now in England on holiday, who has been appointed Consul General here.

The Bureau of Social Affairs of Greater Shanghai announces that beginning April it is issuing a monthly journal giving statistics concerning agriculture, labor, commerce and social phenomena in Shanghai. The first issue is now off the press and may be had at Mex $0.30 per copy from the Dah Tung Book Co., 110 Foochow road. Yearly subscriptions are three dollars.

Granville Woodard, American Trade Commissioner of the Shanghai office of the U. S. Department of Commerce left Shanghai during the week for Tokyo to meet his fiance, Miss Marie Mae Cattern of Los Angeles, California, who is due to arrive in Yokohama on April 28. The wedding is announce take place in Yokohama on the same day. Afterwards Mr. and Mrs. Woodard will spend a two weeks' honeymoon in Japan, returning to Shanghai May 17.

Mr. and Mrs. Nathaniel Peffer, who spent several months in China last year, have now arrived in Genoa, Italy, where they will remain for several months while Mr. Peffer completes a book which he is writing on China, following which they will return to the United States. Mr. and Mrs. Peffer traveled to Europe by way of the Trans-Siberian Railway and in a letter to friends in Shanghai stated that the train on which they were traveling was wrecked on the Mongolian border due to the engine running into a herd of oxen; however, none of the passengers was injured. Mr. Peffer was in China as a member of the Guggenheim Foundation.

The *Japan Advertiser* has just issued its Annual Review of Finance, Industry and Commerce, which is a well printed and profusely illustrated magazine of 72 pages. From it may be noted that rayon (artificial silk) production has shown an increase in Japan for the last year of more than fifty per cent, that steel production was the highest in history, that foreigners got a smaller share of the electric machinery markets, that America supplied 97.7 per cent of the auto imports, that South Manchuria commerce was hard hit by civil war, and that Japan's cotton industry shows reduced export figures, etc. etc. Burton Crane, the financial editor of the *Advertiser*, was the editor of the special number.

Who's Who in China

Mr. C. P. Ling

林振彬字吟秋

(Ling Chen-ping)

Ling Chen-ping, better known as C. P. Ling, was born in 1896 at Foochow, Fukien Province. He received his early schooling at the Anglo-Chinese College, and in 1910 passed the competitive examination given by the Provincial Authorities of Fukien. He was one of the eight students sent to Tsing Hua College, Peking, in 1911, to undergo a period of preparation for education in the United States later on.

While at Tsing Hua from 1911 to 1916, Mr. Ling participated in a variety of college activities, and especially distinguished himself as a member of the College Debating Team in 1915, which in that year won the Intercollegiate Debating Championship of North China. After graduating in 1916 from Tsing Hua, he was sent to the United States on the Boxer Indemnity scholarship to pursue higher studies.

In America he was advised by the President of Tsing Hua College, Dr. Y. T. Tsur, to enter the University of Rochester, New York. He was the first student from the Orient ever enrolled in the University of Rochester, and remains on record as the only one even to this day. After having systematically completed all the courses of study required for his particular calling, Mr. Ling graduated with highest honors. He was elected to both Phi Beta Kappa and Delta Upsilon honorary fraternities. He finished his post graduate work at Columbia, where he received his M. A., and he later attended New York University. In 1922, he returned to China and has since become one of the leading members of the advertising profession.

Mr. Ling has had extensive experience in advertising. From 1919 to 1922, he was connected with several advertising agencies in New York. From 1922 to 1926 he served in the Commercial Press, Ltd. as the manager of the China Publicity Company, and as manager of the Commercial Press, Hongkew Branch. In 1926 he resigned from the Commercial Press and founded the China Commercial Advertising Agency, of which he is now the proprietor and general manager. To-day this agency is in close touch with over 100 publications in China, and directs the advertising campaigns in this country for a number of well-known manufacturers, such as the Ford Motor Company, the Quaker Oats Company, the Victor Talking Machine Company, the National Carbon Company, and other manufacturers, foreign and Chinese. Mr. Ling is also a partner and director of Acme Advertising Agency which specializes in outdoor publicity and novelty advertising. He is a member of the Shanghai Bankers' Club, American University Club and other social organizations. Mr. Ling says that his ambition, as well as his motto is: "More Effective Advertising and Better Agency Work in China."

Admiral Yang Shu-Chuang

楊樹莊字幼京

Admiral Yang Shu-chuang, born in 1882, is a native of Foochow, Fukien province. After being graduated from the Kiangnan Naval College, he became captain of the battleship "*Fei Ying*" in 1914. In 1921 he was appointed Commander of the squadron of training ships and the Commander of the Amoy Gendarmiere. In 1922 he was promoted as acting Commander-in-Chief of the Navy, and formally became the Commander-in-Chief of the Navy in 1924. In 1926 when the Northern Expedition captured the Yangtsze Valley, Admiral Yang, leading the naval forces affected an alliance with the Northern Expedition. Having performed successful naval services in the Yangtsze, at Woosung and other places, he was appointed Commander-in-Chief of the National Navy and concurrently member of the State Council of the National Government and member of the Central Political Council and member of the Military Council. Later he was also appointed Chairman and member of the Fukien Provincial Government. In 1929 when the National Army Disbandment and Reorganization Conference was held in Nanking, he became a member. In March 1926 he was elected member of the Central Executive Committee in the 3rd National Congress of Kuomintang.

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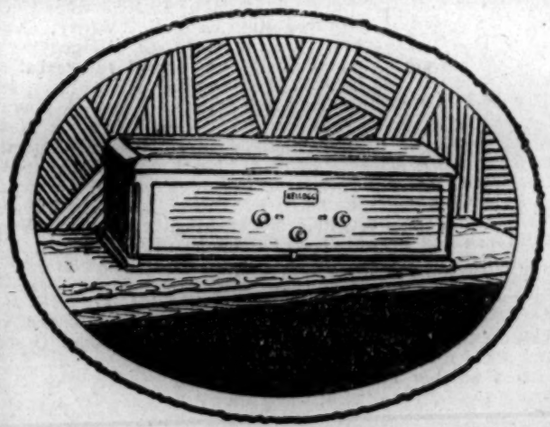
CUSTOMS NOTIFICATION NO. 1151.
PRIVILEGED FACTORY PRODUCTS.

Exports, declared to be products of privileged factories, which on examination are found not to agree with samples on file in the Appraising Department, are not entitled to and will be refused special privileges; and it is, therefore, in the interest of manufacturers to supply the Appraising Department as soon as possible with complete sets of samples of their output as, in many instances, these have been found to be incomplete.

W. R. MYERS,
Commissioner of Customs.

CUSTOM HOUSE,
Shanghai, 17th April, 1929.

H. B. Campbell
46 Szechuen Road,
Shanghai.



KELLOGG "GOLDEN-TONED" RADIO Model 515: A table set completely self-contained, except speaker. Cabinet of molded metal finished in two-tone warm brown. Height 9¼ inches, width 28⅝ inches, depth 12⅛ inches. List price, including four Kellogg A-C tubes, one Kellogg 403 A-C power tube, and one 280 rectifier tube M. $265.

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Japanese News Reports on Chinese Situation

The following news reports are summaries of news messages dealing with the Chinese political situation and Japanese activities in China which are distributed to the Chinese and foreign press in China by the Japanese semi-official Toho News Service.

Tokyo, April 16.—Authorities concerned decide that the evacuation of Japanese troops from Shantung shall be carried out as already decided.

Hankow, April 15.—Chiang Kai-shek expresses determination to enforce strict control over anti-Japanese movement.

Peiping, April 17.—Due to a rupture in the negotiations between Dr. Andrews and the Chinese Antiquities Preservation Committee, the 5th Mongolian Expedition led by Dr. Andrews has been compelled to cancel its project.

Tokyo, April 17.—Jotaro Yamamoto, President of the South Manchurian Railway, officially reports the income of the railway for the last fiscal year to have been Yen 239,500,000 of which Yen 42,520,000 was profit.

Peiping, April 17.—Troops of Gen. Cheng Tiao-yuan, which have been advancing northward from Anhui, are reported to have clashed with troops of Gen. Shu Liang-cheng in the sector between Suhsien and Kaiho.

Tokyo, April 17.—In accordance with a decision of the cabinet, Lieut. Geu. Yasumitsu, has been ordered to postpone the evacuation of the Japanese troops now in Shantung. The order was issued by Gen. S. Suzuki, Chief of the General Staff.

Hongkong, April 17.—Chinese animosity against Japanese is reported to be increasingly bitter in Swatow and Canton.

Peiping, April 20.—Mr. Mori, Japanese Charge D'Affairs, has forwarded a note to the Chinese authorities again requesting stricter control over the activities of the local Anti-Japanese Society.

Tsinan, April 20.—The post of Commander of Defence Forces in Tsinan has been filled by a commander of the 22nd Division under Gen. Sun Liang-cheng, it is officially announced.

Tsinan, April 20.—Second Class Paymaster Ukyo Ito, attached to the 68th Regiment of Japanese troops was instantly killed last night by pistol shots fired by two Chinese in plain clothes.

Tokyo, April 20.—The s. s. Harada Maru has arrived at Moji from Tsingtao with 160 Japanese who have withdrawn from Tsinan on board.

Peiping, April 20.—Marshal Feng Yu-hsiang, in a circular telegram dated April 17, flatly denies rumors of unfriendliness in his relations with Chiang Kai-shek.

Tokyo April 20.—The Government has accepted the resignation of T. Takao, Japanese Consul-General at Hankow.

Tsinan, April 20.—Local Acting Consul-General for Japan, Nishida, has lodged a vigorous protest with Tsui Shih-chieh, Chinese Commissioner of Foreign Affairs in Shantung, against the murder of Paymaster Ito of the Japanese garrison. The criminals have not yet been apprehended.

Hankow, April 21.—The steamship Bairyo Maru has been fired upon at a spot ten miles below Ichang by remnants of the Wu-han faction, with the result that Warrant-Officer Toyona and Chief Engineer Onozawa were killed and 67 other persons were injured.

Peiping, April 22.—Miners in employ of the Kailan Mining Administration at Tangshan have been on strike since the 20th in demand for better treatment.

Tokyo, April 22.—K. Mori, Vice-Minister of Foreign Affairs, conferred today with Premier Tanaka concerning the Bairyo Maru incident.

Tokyo, April 23.—At the regular metting of Cabinet Ministers Gen. Shirakawa, Minister of War, and Admiral Okada, Minister of Navy, reported on the Chinese situation and the bombardment of the N. K. K. steamer Bairyo Maru.

Hankow, April 23.—Chiang Kai-shek will go to Changsho to attend the installation ceremonies of Gen. Ho Chien, newly appointed Chairman of the Hunan Provincial Government and to review Hunan troops.

Tokyo, April 24.—Mr. Suzuki, representing the Japanese banks concerned, has declared that while they cannot supply new funds, the Japanese banks intend to render as much assistance as possible toward the consolidation of the Exchange Bank of China.

Peiping, April 24.—Troops of Gen. Han Fu-chu under command of Feng Yu-hsiang have withdrawn to Hsintien, Honan, and troops of Gen. Shih Yu-san are withdrawing from Hupeh into Honan.

From the Chinese Press

News items pertaining to Chinese politics and general affairs appearing under this heading, are taken chiefly from the daily reports of the Kuo Wen (independent) Kuo Min (Nanking official), Ta Chung (Kuominchun) and from translations of articles and dispatches appearing in the local Chinese press.

Wednesday, April 17.—The Hankow branch of the Central Bank of China is soon to be reopened.—The Central Government does not oppose the sale of the Municipal Electricity Department of the International Settlement of Shanghai to the American and Foreign Power Company.—Government forces completely surround the Kingchow-Ichang region.—Communist-bandits under Chu Teh and Mao Cheh-tung have been forced across the Kiangsi-Kwangtung border by Fukien and Kiangsi Provincial forces.

Thursday, April 18.—The Ministry of Foreign Affairs has been informed that the Polish Government intends to send a Plenipotentiary to Nanking.—Gen. Ho Ying-ching, Chief-of-Staff to the National Army, has been appointed Director-General of the State Burial Ceremonies for Dr. Sun Yat-sen.—Admiral Chen Shao-kwan reports that the Wu-han rebels have evacuated Machiasai and withdrawn to Shasi.—It is announced that Gen. Ho-Chien, Acting Chairman of the Hunan Provincial Government will formally assume office as Commander of the 4th Route Army against the Wu-Han rebels.—Protest will be lodged by the Ministry of Foreign Affairs with the Soviet Government against the recent assassination of Tan Pa, Chairman of the Mongolian Government.—Government organs suspend their regular functions for one day in commemoration of the second anniversary of the establishment of the National Capital at Nanking.—Postage stamps bearing the picture of Chiang Kai-shek are issued in commemoration of the unification of the country.—Likin, which is to be replaced by a special consumption tax, has been declared abolished in the provinces of Hunan and Hupeh, pursuant to instructions from Minister of Finance T. V. Soong.—An International Commission of Enquiry is soon to be organized by the National Opium-Suppression Committee to examine the extent of the opium evil in China and among Chinese abroad.—Chen Chung-fu, Special Deputy for taking over the Tsingtao Municipality from the Japanese military, reports his temporary assumption of office as mayor of Tsingtao to facilitate the taking over of Government offices there.—Gen. Jen Yin-chi reports that his forces are surrounding the districts of Changyi and Huangfengchi in the northern part of the Kiaotung Peninsula.—As a famine relief measure, Yi Pei-chi, Minister of Agriculture and Mining, has dispatched a deputy to the three north-western provinces to investigate agricultural conditions there.—The Ministry of Foreign Affairs instructs that a protest be lodged with the French Consul-General at Shanghai a gainst the operation of the French (Koukaza) Radio Station.

Friday, April 19.—Chen Wei-chen, Chinese Consul-General at London, and Chu Meng-cheng, Chief of the Labor Department of the Ministry of Commerce and Labor, have been appointed Government delegates to the 12th International Labor conference at Geneva.—A Sino-Greco Treaty of Commerce will shortly be concluded between the National Government and Greece.—Gen. Liu Hsiang has been appointed Commander of the 7th Route Army of the Expeditionary Forces against the Wu-Han rebels, and Gen. Chen Chi-tang Commander of the 8th Route Army.—Li Chung-kung, Vice-Minister of Communications, arrived in Hankow to take charge of Hupeh and Hunan telegraph and navigation reorganization.—Hsueh Tuh-pi, Minister of Public Health will go abroad as the Government's representative to study public health conditions in the leading foreign countries.—Soldiers under Tao Chun have been disarmed and over ten thousand rifles have been seized in the region between Kingchow and Shasi by troops under

(*Continued on page 395*)

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Connecting with the Peiping-Mukden and the Peiping-Hankow Railways at Peiping, this line runs from Fengtai, in the general direction of Inner Mongolia, to Shuanhwa, through Kalgan, the "Gateway of Northern China", on to Tatung. Then, skirting outside the Great Wall, it proceeds to Suiyuan and finally on to Paotow, on the edge of the Great Gobi, where dusty camel caravans come in from Mongolia and the northwestern territories, laden with romantic cargoes. It is a trip you will never regret—nor forget—this journey through what is by far the most interesting part of northern China.

Special trains can be arranged for tourists. For information as to rates, schedules, accommodations, etc., apply to the Ticket Agencies—China Travel Bureau, Japan Travel Bureau, Thomas Cook & Sons,—or communicate directly with the Traffic Manager,

The

Peiping-Suiyuan Railway

Head Office

YANG-YU HUTUNG

PEIPING

An advertisement of the Chinese Government Railways

No. 5

New Books of Interest in the Far East

Famous Negroes

Portraits in Color, by Mary White Ovington. New York: Viking Press. $2.00.

These twenty portraits of representative Negroes form a gallery of singular interest and variety. Quite apart from their racial implications, the lives of these men and women contain the elements that give charm to all biography. For they are "success stories" in the highest degree—or, when not success stories, they are the record of men spectacular even in failure.

The fact that such opposite characters as Marcus Garvey, Max Yergan, and Ernest Everett Just are included should indicate the wide scope of the book. Again, the contrast is sufficiently striking between two men such as Robert R. Moton, successor to Booker Washington in the principalship of Tuskegee, and the rebel Burghardt du Bois, writer of "The Passing of the First Born" and author of that terrible cry: "Surely thou too art not white, O Lord!" Whoever is familiar with the negro world knows of its conservative and radical groups, those who believe that the cause of the black man is best served by demanding his full rights as a citizen, and those who believe that it is best to ask for what there is some chance of getting in the near future—that so long as white and colored must live together, it is better to placate than to antagonize. The difference is as old as man's struggle against injustice. At the extreme of one group are the fanatics, at the extreme of the other, the timeservers. In this collection of twenty, the fanatics are scarcely represented, and the timeservers not at all. Marcus Garvey on the one hand, and Robert R. Moton on the other, are the nearest approaches to the respective extremes. But the great majority of the group, if group it can be called, are men and women who have Achieved something. Their careers are interesting merely for their spectacular achievement. But what is even more interesting is the inspiration which has been behind almost all of their achievements, that is, a passionate belief in the abilities and future of the negro race, a dogged obstinacy in the face of unfair discrimination, and a relentless conviction that justice must triumph in the end. And if the faults of the Negro race are as Ernest Everett Just so coolly and scientifically states them to be, it is at least hopeful that there are such men as he and the others of this group working to rectify those faults. J. D. M.

A Tale by a Hamburg Runaway School-Boy

Cannibal Nights, by Captain H. E. Raabe. Payson Clarke Ltd. $3.00.

Captain Raabe has no false modesty. At the close of his foreword, he says: "Obviously I am not a writer. I lack the imagination necessary to color the facts in a romantic way." This happens to be a case of that rarest of things, true, child-like, spontaneous modesty: it only takes the few hours in which one is magnetized through the course of the whole book to realize that Captain Raabe has a genius for writing—this particular story; and that, though it may be true that he lacks a colorful imagination, the materials he writes with simply don't need any coloring. Never once does he hint that he himself was the hero of any particular action; so intense is the story that the most leading characters become merged in the romance of it. It is only when one has finished the tale, and comes back to "real" life again—*our* "real" life—that one suddenly realizes who the hero of the book has been—Captain Raabe himself, heathen and gentleman, neither once-born nor twice-born, still one of Nature's own children, concerned but with living the life of the loyal warrior.

This reviewer has sometimes annoyed his simple-minded friends by telling them that, in these enlightened days, they ought not to allow their, much less Chinese, children to read "Treasure Island." Now he has to confess that these little sallies of his will be even more hypocritical than they have been in the past. For he has read "Cannibal Nights,"—more true than any "Treasure Island,"—for one brief moment he has lived in it, for one brief moment lost his veneer of civilization,—and that even though he knows that Captain Raabe may have eaten human flesh.

At the age of thirteen and a half, in the early seventies, Raabe ran away from school in Hamburg as a boy before the mast on the Yankee clipper "*Dolphin*." Eight months later he was shanghaied out of Sydney, Australia, impressed into the crew of the "*Emma P*," a trading barque in the "doubtful trade" captained by the "Grand Old Man" Captain MacPurden, and at the age of 15 he was a Second Mate. This, his first voyage among the Islands, was the most exciting, the most romantic, of all, where the themes of pearls, cursed pearls, black loyalty, white enterprise and white villainy, are first hammered out, to be taken up and varied in the three later periods of his career. Of these three, the second, when, through the misfortune of piracy, he joined the Bully Hayes gang and actually sailed under the skull and cross bones—well, as he himself says, "the less said about it the better." But it is in the third and last period, with Raabe as captain of his barkentine "*Glenora*," that we really find him in his glory. The last two chapters of the book are its climax, where warrior vies with warrior in strength and wit, and where the best man—it is our hero—wins, to the tune of "a Fortune in Pearl-Shell and Sandal-Wood."

Again, remember, it is only those who are content to be "once-born" who can repudiate "Cannibal Nights."

J. D. M.

A Year-Book of Soviet Russia

Soviet Union Year-Book, 1928. Compiled and edited by A. A. Santalov and Louis Segal, Ph. D., M. A. London: George Allen & Unwin, Ltd.

This is the fourth edition of the Soviet Union Year-Book, valuable publication of general information upon the territory embraced in the Soviet State,—the largest spread of territory under one Government in the world today.

The book gives the data usually dealt with in year-books. Area and population, political organization (giving the Soviet Constitution as well as various items of detail), foreign relations, economic development, agriculture, mineral resources and industry of the country, and concessions are covered first,—probably as being the items of most interest to foreign business men and public persons who are those who are likely to find the work of most value.

There is a chapter on the big co-operative movement of the country, chapters on transport and communications, internal and foreign trade, finance, labor, and education, and a review of the legal system which will be of much interest to students of law and legal relations. Appendices include a diary of the Soviet Union for ten years, a list of foreign consuls, tables of weights and measures, and notes on the outstanding economic bodies of the country, as well as a bibliography. It is an extremely informative and valuable book.

I am not deaf to the voices raised in protest against the book,—"Propaganda! Propaganda!" Probably. I never saw a national year-book that wasn't. H. H.

Another Tale of Napoleonic Days

A Little Less Than Gods, by Ford Madox Ford. New York; Viking Press.

Carlyle divided mankind into twe classes, heroes and hero-worshippers. But as there are so few of the former, we are practically all hero-worshippers. However, being human, heroes have all the frailties that men are heir to. Especially to those who study the lives of great men at a close range, the conviction comes that all heroes are idols of a sort and all idols have feet of clay. That is the first impression one gets in reading A Little Less Than Gods.

The book opens like a canvas on which we see human passions like pigments that give meaning and color to the picture before us. The setting of the story is on the Island of Elba where Napoleon was forced to live in exile. But what eagle can be caged? What great conqueror can be forced to live in retirement? Certainly not Napoleon! We soon find him marching at the head of a few hundred soldiers towards Paris. Our hope rises with his progress. However, the glory of this conquering hero was short-lived, for he presently met his Waterloo at the hands of Wellington. This historical sketch gives us the background which is made vivid and colorful by deeds of courage and sacrifice, plots and counterplots and love and scandals. In many places it is very modern for almost every one of the heroes in the story had a mistress or two or was in love with some other man's wife! Apparently a mistress in those days was as common as the concubine known in the Chinese social system, a sort of companionate marriage!

In this Napoleonic tale we see Marshall Ney, "the bravest of the brave"; George Fielding, the young Englishman who almost worshipped Napoleon and was in desperate love with Madame de Frejus, his unknown sister; Baron de Frejus whose gold made revolution possible and Asshetan Smith, an English Nabob who played international politics and had a passion for the mistress of Tsar Alexander. Enough said, I shall not spoil the pleasure of other readers.

The author of A Little Less Than Gods is well known to the reading public through his numerous books on fiction, poetry, essays and memoirs. He has succeeded in making his men and women live in the story. His style, like that of his

friend, Jeseph Conrad, is a little difficult for a foreigner to read; nevertheless his technique and his penetrating understanding of human nature are equally appreciated by all his readers.

F. L.

Belgian Benedictines Issue Bulletin Covering Activities

Le Bulletin des Missions is the name of the bi-monthly journal published by the Roman Catholic Order of Benedictines at Bruges in Belgium. It is there that the abbey of St. Andrew is located, into which a former Chinese diplomat, Lou Tseng-tsiang was admitted several months ago. The current number of the *Bulletin* contains a biography and portrait of this Chinese adherent, to whom has been given the name of Brother Pierre-Celestin. The same number contains a group picture of the bishops and priests connected with the Roman Catholic church and college at Tsining. There are also pictures of the Buddhist temples and priests on Pootoo Island.

The Story of Russia's "Holy Devil"

Rasputin—The Holy Devil, by Rene Fulop-Miller; Translated from the German by F. S. Flint and D. F. Tait. New York, the Viking Press.

The chief value in this story of Grigori Efimovich Rasputin, aside from the human interest element, rests in the account which it gives of the causes leading to the upheaval which produced the Russian Revolution. The mystery regarding the power of this "new saint" and "miracle-worker" over the Czar and Czaritsa is simply explained on the grounds that it offered the rulers an opportunity, as they thought, to maintain contact with Russian peasantry. For this reason the book is valuable in that it describes minutely the corruption and intrigue that characterized court life in Petrograd in the days before and during the early months of the World War.

The title, "Holy Devil" which first was applied to Rasputin by his chief opponent, the dreaded monk-priest Iliodor, is not borne out in the intimate story of Raspuitn presented in this book by Mr. Fulop-Miller, who obviously has had unusual opportunity for investigation. Rasputin's power at Court began with his miraculous cure of the Czarevich. Following that he became a trusted adviser and confidant on political questions which served to give him a tremendous power throughout the country. After the collapse of the empire, it became necessary for the new rulers to supply the masses with blood-curdling stories about the Imperial Court, in order to arouse and maintain in them the spirit of rebellion. This explains the exaggerated stories which have grown up about this ignorant peasant priest Rasputin who hailed from Pokrovskoe and who was no better and no worse than any ignorant Russian peasant might have been under similar circumstances. That he was corrupt and accepted bribes from high personages who sought through him to reach the ear and influence the Emperor, was not unusual or unexpected. The pathetic element rests in the conditions that existed in Czarist Russia that made such a situation possible. The account of his early life, which bears the mark of authenticity is of particular interest in that it tells of the conditions of ignorance and superstition which prevailed among Russia's masses, an understanding of which does much to simplify the revolutionary uprising that followed the overthrow of the Empire. Rasputin was part and parcel of this all pervading ignorance and superstitution, but that he was venal is not correct. To quote from the author, "Rasputin was not merely a simple and lovable man; but he was that too; and this side of him not only outweighs many of his defects and weaknesses, but enriches and completes his personality, and makes him appear as a truly fascinating character, supremely interesting from the human, historical, and psychological standpoint.

The book is illustrated with some ninety-one pictures of Rasputin, the Czar and Czaritsa and other personages in Russian Court life prior to the Revolution.

The Westerner in China Novelized

The China Venture. A Novel By Dorothy Graham; Frederick A. Stokes Company, New York, 1929. Pp 328.

Not since Mr. Hergesheimer's *Java Head* appeared a decade ago has so interesting and thoughtful a novel on the life of Westerners in China come from an American press. Into all too short a space Miss Graham has packed much of the history of China's relations with America and England during the last hundred years. Packed one says advisedly, but packed in so skilful a manner with so much of color and incident that one scarcely realizes that very much more than a clever story is being presented. History and fiction are most ingeniously intertwined; occasionally history suffers-but it generally does at the hand of the novelist and so one need not cavil if that is the case here.

Dramatically the story of three generations of Americans in business on the China coast is outlined. Jared Meade, of the firm of Meade, Hitchcock and Meade, reached Canton as a supercargo in 1835. There he fell in love with a powerful and merciless trinity: China, Opium, and a Sing-song girl. Through no fault or desire of his own he was rescued to the extent of marriage, and parenthood of another New England, Meade. Jared's son never saw China, but his grandson, Jerrod, played a lively if not leading part in the Boxer debacle of 1900, and Jerrod's son, Jerry, continues the family tradition to the present day. The wives of the Meades are colorless, biological appendages but if it had not been for them only Book I of the *Venture* could have happened, and so they must not be dealt with too harshly. Of much more interest are the Sing-song girl, Jade Willow; the Manchu princess and Miss Wang. Opium is the keynote to the first book; concessions and anti-foreign madness play the lead in book two; in book three the "drama that has no end" continues to play its part with riotous students, the "new woman" and Nationalism rampant. The mercantile, missionary, and diplomatic element are represented as are the Old-style and the New-style Chinese.

A Book of Particular Interest to Journalists

The Press Congress of the World in Switzerland, with Foreword, by William E Rafferd; edited by Walter Williams, Columbia, Mo. E.W. Stephens Publishing Co.

This is a record of the Press Congress of the World, which held its second sessions in Geneva and Lausanne, Switzerland, in September, 1926 and had its preliminary organization at the Pan-Pacific International Exposition in San Francisco in July, 1915. Representatives of the world's press had been asked by the Exposition to meet in an International Press Congress July 6, 7, 8, 9, and 10, of that year. At this meeting it was unanimously decided, upon resolution offered by Robert Bell, of New Zealand, to effect a permanent organization. A constitution was adopted. The following officers were chosen and, in addition, vice-presidents from all the countries represented: President:—Walter Williams, Dean of the School of Journalism of the University of Missouri, Columbia, Missouri, U. S, A:—Secretary-treasurer, A. R. Ford, Secretary of the Dominion Press Gallery, Ottawa, Canada.

Wang Yi-hsien Appointed Manager of Hankow Branch of Central Bank

The Hankow branch of the Central Bank of China was announeed to open April 25. Wang Yi-hsien has been appointed manager. More than four million dollars has been transferred to Hankow from the head office in Shanghai for use as operating capital.

The Hankow branch of the Bank of Communications was opened April 22, the new manager being Pu Hsin-ya, who took up to Hankow with him a million dollars when he departed from Shanghai for his new post last week.

Bureau of Social Affairs Issues Monthly Journal

The Bureau of Social Affairs of the City Government of Greater Shanghai has commenced the issue of a Monthly Journal. Vol 1 No. 1 is replete with information, among the subjects covered being a Symposium on Social Problems, Statistics on Social Diseases, Report from Life-saving Office on Suicides in Shanghai. Statistics on Industrial Disputes in Greater Shanghai, etc. The Journal is printed in both English and Chinese and contains a number of charts explaining the text.

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American Gold Bond Quotations

Name of Security	Coupon Rate %	Date of Maturity		Sale Price April 25	Approx. Yield to Maturity %
The National City Bank of New York		New Stock		381	——
Argentine Government	6	Oct. 1,	1960	100¼	5.98
Australia	4½	May 1,	1956	86	5.50
U. S. of Brazil	6½	Oct. 15,	1957	94⅜	6.96
Kingdom of Belgium	7	Nov. 1,	1956	105½	6.56
City of Budapest	6	June 1,	1962	80	7.67
Canadian Pacific Railway	4	Perpetual Stk.		85½	4.68
Chgo., Milw., St. Paul & Pacific Rwy.	5	Jan. 1,	2000	72½	6.92
Chicago Rapid Transit Co.	6	July 1,	1953	89	6.95
Chile Copper Co. Debs.	5	Jan. 1,	1947	96	5.35
Chile Government (Railway)	6	Feb. 1,	1961	93¼	6.50
Cuba Northern Railway	5½	June 1,	1942	83	7.58
Republic of Costa Rica	7½	Sep. 1,	1949	101	7.40
Chile Government	6	Sep. 1,	1961	93¼	6.50
Cuban Dominican Sugar Co.	7½	Nov. 1,	1944	90⅞	8.57
Kingdom of Denmark	6	Jan. 1,	1942	104	5.56
Dutch East Dadies	5½	Nov. 1,	1953	102¼	5.34
Republic of Finland	5½	Feb. 1,	1958	89	6.33
French Government	7	Dec. 1,	1949	107½	6.35
German Government	7	Oct. 15,	1949	105⅝	6.50
German Central Bank for Agriculture	6	Oct. 15,	1960	85½	7.17
German Central Bank for Agriculture	6	Apr. 15,	1938	88⅞	7.74
German General Electric Co.	6	May 1,	1948	93	6.65
Greek Government	6	Feb. 1,	1968	83¾	7.26
Ilseder Steel Corporation	6	Aug. 1,	1948	85¾	7.39
Kingdom of Italy	7	Dec. 1,	1951	97	7.27
Japanese Government	6½	Feb. 1,	1954	100¾	6.44
State of Minas Geraes (Brazil)	6½	Mar. 1,	1958	93⅜	7.01
Mortgage Bank of Chile	6	Apr. 30,	1961	92½	6.56
Norwegian Hydro-Elec.-Nitro. Corp.	5½	Nov. 1,	1957	91½	6.13
Kingdom of Norway	6	Oct. 15,	1952	102¼	5.82
Northern Ohio Power & Light Co.	6½	Jan. 1,	1941	98	6.75
Republic of Peru	6	Dec. 1,	1960	88½	6.90
Paris, Lyons & Med Rwy.	6	Aug. 15,	1958	100	6.00
Republic of Panama	5	May 15,	1963	93¼	5.40
State of Rio Grande Do Sul (Brazil)	6	June 1,	1968	89	6.81
Rhine Westphalia Elec. Power Corp.	6	Aug. 1,	1953	92¼	6.65
Saxon State Mortgage Inst	6½	Dec. 1,	1946	93½	7.16
Saxon Public Works, Inc.	6½	May 1,	1951	93	7.14
Tokyo Electric Light Co.	6	Jun. 15,	1953	90½	6.81
United Kingdom of Gr. Britain	5½	Feb. 1,	1937	103½	4.96
City of Vienna	6	Nov. 1,	1952	86¼	7.22
Abitibi Power & Paper Co.	6	Cum. Pfd. Stock.		79½	7.55
Belgian Nat'l. Rwy. Pcptg. Pfd. Stock	6	(American Shrs)		81⅛	7.34
Cannon Mills Co. (Dividend $2.80 p. a.)		Common Stock		38¼	——
General Mills, Inc.	6	Cum. Pfd. Stock.		96	6.25
General Mills, Inc. (Div. $3.00 per annum)		Common Stock		79½	——
Hershey Chocolate Corp. Convertible	4	Pfd. Stock		91¼	4.38
Mohawk Carpet Mills, Inc. (Div. $2.50 p.a.)		Common Stock		71¼	——
Pennsylvania-Dixie Cement Corp	7	Cum. Pfd. Stock.		85	8.23
Willys Overland Co.	7	Cum. Pfd. Stock		98¼	7.13
General Motors Corp. (New)		Common Stock		84⅞	——
Andes Coper Mining Co.		Common Stock		52½	——
United States Steel Corp.		Common Stock		184	——
Standard Oil Co. of New Jersey		Common Stock		59	——
Standard Oil Co. of New York		Common Stock		43⅞	——
Pennsylvania Railroad Company		Common Stock		78½	——
United Aircraft & Transport Corp. (p. v. $50)	6	Pfd. Stock		82	3.66
United Aircraft & Transport Corp.		Common Stock		113½	——

NOTE: The above quotations are received by Cable, and whilst believed to be correct, are not guaranteed.

Shanghai Exchange for Week Ending Wednesday, 24th April, 1929

Exchange:—A decline of 1/16d. has to be recorded in the price of Bar Silver in London since this day last week. The price is 25 11/16d. for both spot and forward. There appears to be very little support for silver in the markets of the world at present.

As regards imports and exports in the local market settlements have been done on a moderate scale, and genuine business is very dull all round.

The market closed to-day with an uncertain tendency, banks being sellers of T/T at the following rates, on London 2/6 1/16d. on New York 61 1/16, Yens 73.5/16—all for June delivery.

Our stocks of silver are reported at follows:—

Sycee and Bar Silver .. .. Tls. 82.988,000 a decrease of Tls. 1.338,000

Chinese and Mexican Dollars .. 126.980,000 an increase of $ 450,000

Estimated value Tls. 174,413,000 as against Tls. 117,863,000 held at this time last year.

	Average rates for Mar.	Thursday Apr. 18	Friday Apr. 19	Saturday Apr. 20	Monday Apr. 22	Tuesday Apr. 23	Wed., Apr. 24
Bank's selling rates		opening closing	opening closing	opening closing	opening closing	opening closing	opening closing
T/T London	2/6 510	2/6	2/6	2/6	2/6 2/5 31/32	2/5 31/32	2/5 31/32
D/Dfts ,,	—	2/6 1/32	2/6 1/32	2/6 1/32	2/6 1/32	2/5 15/16	2/5 15/16
4 m/s ,,	—	2/6 1/4	2/6 1/4	2/6 1/4	2/5 15/16 2/6	2/6	2/6
T/T India	169.281	167	167	167	167 165 1/2	165 1/2	165 1/4
T/T France		1550	1550	1550	1550	1540	1540
T/T On N.Y.	1,580 417	60 3/8	60 3/8	60 5/8	1540	60 1/8	60 1/8
Demand	61.766				60 1/2 60 1/16		
T/T Hamburg R. M.		60 1/4	60 1/4	60 1/4	60 1/4 60 1/4	60 1/4	60 1/4
T/T H'kong	78.833	255 3/4	255 3/4	255 1/4	255 3/4	253 1/4	253 1/4
T/T Japan		79 1/2	79 3/8	79 3/4	253 3/4	80 1/8	80 1/8
T/T Batavia	72.307	73	73 1/8	73 3/8	79 1/2 79 1/2	74 3/4	74 3/8
T/T Straits	154.042	151	151	151	73 5/8 74 1/2	150	150
Bk's buying rates	91.469	93 1/2	93 1/2	93 1/2	151 150	91 7/8	93 1/2
4 m/s B/L. Cred. D/A	2/8.510	2/8	2/8	2/8	93 1/2 93 5/8 2/8 2/7 31/32	2/7 3/4	2/7 1/2
4 m/s ,, D/P							
6 m/s ,, B/L Cred D/A	—	2/8 1/4 2/8 5/16	2/8 1/4 2/8 5/16	2/8 1/4 2/8 5/16	2/8 1/4 2/7 1/2	2/7 7/8 2/8 1/16	2/7 7/8 2/8 1/16
4 m/s B/F Cred D/A or D/P	2/8.823				2/8 5/16 2/8 1/16		
4 m/s N.Y.Lc.	1,650.417	1620	1620	1620	1620	1610	1610
4 m/s ,, Doc.	65.016	63 7/8	63 7/8	63 7/8	1610 63 1/2	63 3/8	63 3/8
	—	64 3/8	64 3/8	64 3/8	64 3/8 63 1/2	63 7/8	63 7/8

†Based on Daily Official quotation, higher rate taken on rising Market, lower when falling.	Apr. 18	Apr. 19	Apr. 20	Apr. 22	Apr. 23	Apr. 24
Bullion.						
*London Price of Bar Silver per oz. (English Standard 925 touch) Pence	25 7/8	25 13/16	25 13/16	25 1/2	25 11/16	25 11/16
**New York Price of Bar Silver per oz. (Pure)	G.$ 55 7/8	G.$ 55 1/4	G.$ 55 3/8	G.$ 55 1/2	G.$ 55 1/2	G.$ 55 3/4
Shanghai Price of Gold Bars (weight Tls. 10 (Chau ping) 978 touch)	Tls. 354.40	Tls. 354.80	Tls. 356.20	Tls. 358.00	Tls. 358.00	Tls. 358.00
Shanghai Silver Bars (weight Tls. 100 (C.) 999 touch)	110.90	110.90	110.90	110.90	110.90	110.90
Shanghai Mexican Dollars per $100	71.6375	71.70	71.7625	71.7125	71.725	71.7375
Native Bank Rate of Interest (Call money)	2%	1½%	2%	2%	2%	2%
*Closing Price in London for Previous day						
**Closing Price in New York for Previous day						

Bank of England rate of discount	5%	London Paris on	T/T 124.18
Bank of France rate of discount	3%	New York on London	T/T 485 3/8
London open Market of Dis. 3 m/s	5 5/8%	Bombay on London	T/T 1/5 29/32
,, 4 ,,	5 5/8%	Hongkong on London	T/T 1/11 1/2
,, 6 ,,	5 5/8%	Kobe on London	T/T 1/10 1/2

FROM THE CHINESE PRESS

(*Continued from page 391*)

Gen. Chu Shao-liang and Hsia Tao-yin.—Gen. Ho ying-ching states that the Japanese evacuation of Tsinan has been delayed in order to enable the National Government to take over control of the entire Kiaotung Peninsula at one time.—It is announced that a general offensive will soon be launched against the Chang Tsung-chang rebels now holding Chefoo.—The Hupeh office of the Central Disbandment Area was inaugurated at Hankow yesterday with Hsu Fen-hui as the Director.—The Ministry of Foreign Affairs has been notified that upon his return from Berlin, Herr Von Borch, German Minister to China, will pay an official call upon Chiang Kai-shek and present his credentials as Minister Plenipotentiary.—Thirty Aeroplanes purchased by the Aviation Department of the Ministry of War from Europe have been delivered at Nanking.—Gen. Feng Yu-hsiang arrives in Tungkwan from Hwashan, Shensi.—Central Propaganda Department petitions the National Government to deny the use of the mails to the North China Daily News, and the petition is embodied in a resolution passed by the Standing Committee of the Central Executive Committee which also instructs the Ministry of Foreign Affairs to negotiate for the deportation of G. E. Sokolsky, a correspondent of the paper.—Mrs. Tsai Kung-shih will leave Shanghai tomorrow for Singapore to raise funds for the maintenance of her husband's memorial school.—A large coal base has been discovered in the Goose Neck Mountain of Heilungkiang Province.

Saturday, April 20.—Shasi is completely surrounded by Government forces and is expected to capitulate momentarily.—It becomes known that Gen. Li Chi-sen, in a personal letter dated the 16th inst., advised Li Tsung-jen and Pai Tsung-hsi to retire and go abroad and suggested at the same time that Gen. Kwang Shao-hsiung lead the Kwangsi troops in obedience to the Central Government's order.—According to a telegraphic message from Kung Keng, Hu Tsung-tuh and Tao Chun have expressed their desire to submit to the Central Government.—State Council receives a telegram from Feng Yu-hsiang reporting that he has arrived at Tungkwan, near the Shensi-Honan border, on his way to the Capital.—At a joint meeting of the five committees of the Legislative Yuan, the draft regulations governing the the organization of District Governments were revised and passed.—Gens. Yen Hsi-shan, Fong Chen-wu, Chen Tiao-yuan and Ko Chen-lun have been given the responsibility for guarding the railway from Peiping to Pukow during the transportation of the casket of Sun Yat-sen.—The status of Tsingtao is to be raised to that of a Special Municipality.—The State Council has decided upon the membership of the reorganized Hunan Provincial Government Committee.—The Hankow Branch of the Central Bank of China will be formally inaugurated on the 25th inst. and the local Bank of Communications will also resume business at the end of the month.—Minister Sun Fo, President of the National Aviation Corporation, has signed a contract for the carrying of Government mail with the Aviation Exploration Inc.—The Capital of the new province of Ninghsia has been attacked by a force of 300 Mohammedan Mongolian bandits.—Feng Yu-hsiang is advised to leave China for a rest abroad.

Sunday and Monday, April 21 and 22.—Gen. Lu Han, representative of Gen. Lung Yun, reports to Chiang Kai-shek on general conditions in Yunan.—Distribution of Government forces for garrison duties in Hupeh has been announced by the Provisional Headquarters of the Commander-in-Chief.—The 6th Division under Gen. Fong Tse has returned to Nanking from Hankow.—The State Council issues an order for the establishment of a Special Bureau of Public Health in each municipality.—Gen. Hsu Ching-tang has been transfered from command of the 2nd Division to the Provisional Headquarters of Chiang Kai-shek as Counsellor.—Southern Hunan is free of Kwangsi troops and Yungchow is in the hands of Hunan Provincial Forces.—In the course of a jailbreak by a number of prisoners in Tsinan, one policeman was killed and 5 others injured. Martial law has

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In New York: The Equitable Trust Company of New York, The Chase National Bank of the City of New York.

In Germany: Deutsche Bank.

In Austria: Oesterreichische Credit Anstalt fur Handel und Gewerbe.

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Tel. C. { 4746 Manager
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Every description of banking business transacted

been declared by the Japanese military in the city.—Admiral Chen Shao-kuan reports his arrival at Shasi, where, he says, there are no traces of rebels.—Feng Yu-hsiang has ordered Liu Yoh-feng to rush 5 divisions of troops to Ninghsia to exterminate the Mohammedan rebels who attacked the Provincial Government last week.—Feng Yu-hsiang declines presidency of the Executive Yuan, urged upon him by Chiang Kai-shek.—There has been a mobilization of troops throughout Kwangtung and a clash with Kwangsi forces is expected.

Tuesday, April 23.—The State Council urges Lo Chia-luen, who has resigned his post as president of Tsinghua University, to resume the administration of the institution.—The State Council issues an order to military authorities for vigorous measures against Red agents.—The Ministry of Industry, Commerce and Labor has despatched delegates to the Kiao-Tsi region to investigate conditions and to formulate measures for the rehabilitation of commerce and industry.—Chen-Yi has been sworn in office as Director of the Soldier-Labor Department of the Ministry of War.—Remnant troops under Hu Tsung-tuh and Tao Chun are concentrated in the region around Ichang awaiting reorganization by the Central Government.—Chiang Kai-shek has appointed Gen. Chien Ta-chun president of the Wuchang Military Academy.—Gen. Liu Wen-nui is on his way to Chungking to assist in the suppression of rebel troops under Yang Sen and Lo Chi-chow.—Gen. Ho Chien has ordered concentration of troops in southern Hunan to await instructions from the Central Government for a campaign into Kwangsi.—Chiang Kai-shek abondons plan to attend inaugural ceremony of Hunan Provincial Government Committee at Changsha.—It is announced that preparations for the establishment of a Ministry of Navy have been completed.—Provincial Party Headquarters for Kiangsu will be moved to Chinkiang on the 24th.—Feng Yu-hsiang reports his arrival at Shanchow.—A conference of hereditary princes and nobles is being convened at Peiping for May 1.—Government troops in Kiangsu are turning their attention to bandit suppression.—Tsui Shih-chieh, Special Commissioner of Foreign Affairs for Shantung, has received instructions from Chiang Kai-shek through the Ministry of Foreign Affairs, for the taking over of Tsinan by the Shantung Provincial Government.—It is stated that a sum of $100,000 has been given to Hu Tsung-tuh by Chiang Kai-shek as the rebel leader's traveling expenses abroad. Similar amounts will be given to the other defeated rebel leaders.—Ninghsia remains in the hands of Mohammedan bandits.—The Chinese-American Bank at Hankow has been reopened.—The Chinese General Chamber of Commerce of Shanghai closed its doors yesterday and stopped operations as a protest against infringements of its rights by various other local organizations.

World Engineering Conference to be Held in Japan Next Autumn

A World Engineering Conference will be held in Tokyo next Autumn, and at the same time there will be a sectional meeting of the World Power Conference. The Japanese are highly elated that such a Conference should be held in Japan, situated as it is so far away from the industrial centers of the Western world.

The decision to hold the Conference in Japan is the result of a suggestion made by a group of American technical men in 1925. The suggestion was welcomed by the Japanese government, the Japanese Engineering Society and by a large number of private Japanese industrialists, whose support of the idea both financially and in principle has made the holding of this important Conference this year possible. An extensive program has been arranged. Between 400 and 500 delegates from various parts of the world are expected to take part in the Conference.

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Shanghai Chinese General Chamber of Commerce Attacked

At noon April 24 a crowd of demonstrators who had been gathered together by the "National Salvation Society" (formerly the anti-Japanese Boycott Committee) an made attack on the premises of the Shanghai Chinese General Chamber of Commerce in North Soochow road. The front gate of the premises was wrecked by the crowd and the disturbance became so serious that the resrves of the West Hongkew station were turned out. Back of the disturbance is a long-standing quarrel between the Chamber and the more radical elements. The Chamber had appealed to the Government at Nanking for support, and when it was not forthcoming the Chamber decided to close the premises and allow no one to hold any meetings there. The radicals then staged this attack.

Bill for Entry of Chinese Wives Introduced in Congress

A recent *United Press* message from Washington, D.C., stated that a movement to amend the immigration laws of the United States to permit entry of the Chinese wives of certain Chinese-American citizens has been started in Congress. Victor S. K. Houston, territorial delegate from Hawaii, introduced the measure on behalf of many of his Chinese-American constituents in the Hawaiian Islands.

The Hawaiian delegates bill includes a clause which would amend the immigration laws of 1924 to "permit the entrance of Chinese wives of American citizens of Chinese extraction who have obtained honorable discharge from either the Army or the Navy."

National Government Reorganizes Hupeh Finances

Following a series of conferences between T. V. Soong, Minister of Finance, and the Nanking Chamber of Commerce and banking circles, various financial reorganization measures for Hupeh have been adopted, among which are the following: All notes issued by the former Hankow branch of the Central Bank of China are to be exchanged for Currency Reform bonds; following inquiry into the amount of public debts in Hupeh, bonds to be issued by the Ministry to redeem them: the currency loan issued in 1926 at Hankow is to be cancelled and substituted by another loan: all properties of counter-revolutionists are to be confiscated and taken charge of by the Provincial Government.

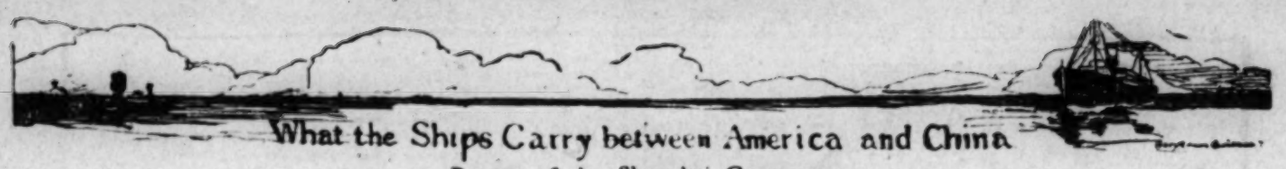
Chinese Authorities Tighten Grip on Dance Halls

The Chinese Bureau of Public Safety has issued an order requiring all bars and dance halls in the Chinese districts of Shanghai to be registered with the said bureau before May 15, 1929. Dancing halls must close every morning before 1:30 o'clock in the spring and winter and before 2:30 a. m. in the summer and autumn months. The bars and buffets are required to promise not to admit any person who appears to be under the influence of liquor.

THE STATUS OF THE CHINESE GOVERNMENT RAILWAYS

(Continued from page 361)

ing session of the commission, set for February 20. In the meantime the Department of Planning and Construction has been ordered to prepare a draft proposal for national highways, with trunk-lines to start with. There will be trunk-lines for the frontier, and those for China Proper, which last are further divided into coastal lines, inland lines, and coast and inland connecting lines. Construction will be carried out in three periods depending on the relative importance of the lines, and their distribution among the provinces. Maps will be made of the proposed system of lines and those to be built at each period, accompanied with necessary explanations. Another map will be made of all the lines planned by the different bureaux of construction, comparison between which and the map of the lines proposed by the Planning and Construction Department will bring out the most desirable lines for final selection. Drafts of standard designs and regulations have also been made to form bases for discussion at meetings of the committee.



What the Ships Carry between America and China

Return of the Shanghai Customs

Pls.—1 Picul or 133 1/3 pounds; Bls.—Bales; Pcs.—Pieces, Mille—thousands; Hk. Tls.—Haikwan Tls.; April Customs Rate Tls. 1.45 equal Gold $1

STEEL EXPORTER, Mar. 1.
From U. S. A.

Cotton, Raw	Bls. 5,875	Pls. 21,422
Steel Bars		1,762
Steel Bamboo		3,502
Steel, Galvanized:		
Sheets, Plain		592
Tinned Plates, Plain		1,740
Carbon Black		28
Oil, Lubricating, Mineral Galls.		5,377

RUTH ALEXANDER, Feb. 20.
From U. S. A.

Iron, Galvanized:		
Pipe Fittings	Pls.	19
Tinned Plates, Plain		773
Lead-foil and Tinfoil Mixture		446
Ink, Printing		35
Milk, Evaporated		4
Shrimps, Dried		297
Sugar, Refined		27
Tobacco, Leaf		1,476
Motor-car Accessories	Hk. Tls.	594

ELMBANK, Feb. 21.
From U. S. A.

Cotton, Raw	Bls. 7,325	Pls. 21,183
Steel Plate Cuttings		2,468
Steel, Galvanized:		
Sheets, Plain		840
Tinned Plates, Plain		1,353
Tinned Plate Cuttings		342
Wax, Paraffin		1,685

SILVERGUAVA, Feb. 22.
From U. S. A.

Cotton Yarn, Grey, Counts above 45	Pls.	15
Steel Nails, Cut		300
Lead-foil and Tinfoil Mixture		1,320
Oranges, Fresh		77
Paper, Chipboard		377
Paper, Coated		1,885
Tobacco, Leaf		7,103
Cigarettes	Mille	2,500
Oil, Lubricating, Mineral Galls.		4,854
Varnishes		60
Machinery, Parts of	Hk. Tls.	4,592
Treasure:		
Silver Bars		761,319

BIYO MARU, Feb. 22.
From U. S. A.

Wheat	Pls.	96,395
Timber:		
Oregon Pine:		
Round Logs	Sup. ft.	505,148
Ordinary, Sawn	Sup. ft.	149,203
Laths	Pcs.	88,300

PRESIDENT JACKSON, Feb. 23.
From U. S. A.

Steel Cobbles	Pls.	391
Tinned Plates, Plain		773
Zinc Sheets		11
Borax, Refined		504
Honey		90
Leather, Sole		29
Oranges, Fresh		25
Raisins		581
Hats	Doz.	12
Oil, Lubricating, Mineral Galls.		17,809
Lemons, Fresh	Mille	63
Motor-cars, Parts of	Hk. Tls.	3,276
Machinery, Parts of		5,650
Treasure:		
Silver Bars		969,722

ELMBANK, Feb. 25.
To U. S. A.

Skins, Goat, Untanned	Pls.	241
Oil, Wood		5,720

NORFOLK MARU, Feb. 25.
From U S. A.

Steel Bar Ends	Pls.	95
Steel Plates Cuttings		1,148
Steel Nails, Old		130
Steel Rails, Old		236
Steel Tubes, Old		307
Steel Wire, Old		359
Steel Spring, Old		456
Steel, Galvanized:		
Wire Shorts		659
Tinned Plates, Old		42
Flour, Wheat		4,621
Milk, Evaporated		249
Paper, Chipboard		10,944
Oil, Lubricating, Mineral Galls.		97,058
Timber, Ordinary, Sawn:		
Softwood	Sup. ft.	577,621

PRESIDENT TAFT, Feb. 26.
From U. S. A.

Cottons, Yarn-dyed	Yds.	1,992
Cotton Goods, Unclassed		6,428
Apples, Fresh	Pls.	499
Canned Fruits		22
Flour, Wheat		1,103
Hams		12
Ink, Printing		263
Bedsteads	Pcs.	276
Motor-cars		6
Canned Fish	Doz.	40

MAYA MARU, Feb. 26.
From U. S. A.

Cotton, Raw	Bls. 2,177	Pls. 7,762
Tinned Plates, Plain		2,520

MELVILLE DOLLAR, Feb. 26.
From U. S. A.

Flour, Wheat	Pls.	97

Latest New York Stock Exchange Quotations

Swan, Culbertson & Fritz. Market Firm. Tel. 11200 (4 lines). Business Done 4,131,930 Shares. April 24.

STOCK	Satday Mar. 2	Monday April 22	Tuesday April 23
Alleghany Corp.		35¼	34⅜
Allied Chemical & Dye (Common)	300	283	291¼
American Can	121⅞	140	140⅛
American Commonwealth Power "A"		25	25½
American Smelting	125⅛	102	103½
American Tel. & Tel. (Common)	216¾	234⅞	235
American Tobacco "B"	176	168	168
Anaconda Copper	151¾	141¼	141⅛
Andes Copper	66½	52¼	52½
Armour & Co. "A"	15⅝	13⅛	12⅝
Atlantic Refining		56	Unq
Associated Gas & Electric		61	60¼
Baltimore & Chio	120	121⅛	122
Bank of Montreal		348	348
Bethlehem Steel (Common)	105	115¾	115⅛
Calumet & Hecla	59½	46½	46⅛
Canadian Pacific Railway	255¾	238	238¾
Chicago Northwestern		84¼	85¼
Chrysler	108¾	95	93½
Columbia Gramaphone		70⅞	70¼
Coty Inc.	67¾	61½	66
Davison Chemical	61⅞	57	58⅝
Dry Docks	21½	Unq	Uqu
Du Pont de Nemours (Com)	186½	178	185⅛
Fox Film "A"		91⅛	92¾
General Electric	246½	244	241¼
General Motors	83⅝	84½	87⅜
General Railway Signal	110	103½	103⅛
Gold Dust	73⅝	66½	66⅞
Goodrich Rubber	100⅜	85⅜	84½
Granby Consolidated	93⅞	84⅜	84⅝
Great Western Sugar		38⅜	38¼
Haygart Corporation	66	70⅞	74
International Cement (Common)	96¼	87½	93½
International Harvester Co.		108½	111
International Match, Pfd.	92⅛	84½	83½
International Nickel (Common)	66½	50	50½
International Printers Ink		51⅜	52
International Products Corp. (Com.)		10½	10⅛
Johns Manville		181	184¼
Kelvinator	16	16⅜	16⅛
Kennecott Copper	91¼	85¼	86¼
Lehigh Valley		89	89
Liggett & Myers, Class "B"	90¼	89½	89
Mack Trucks	108¼	106	106½
Madison Square Garden	22⅜	19¼	19
Marland Oil		41	41¼
Mathieson Alkali		Unq	199⅜
Missouri Pacific (Common)	85⅜	80¾	81½
Montgomery Ward		128	128
National Dairy Products	133⅝	135¼	134⅛
National Distillers Pfd.		79¾	81¼
Nevada Consolidated Coppor	58⅞	48	46⅞
New York Central	198	184⅝	184¼
North American Aviation	16	16¼	16¾
Northern Pacific Railway		102⅜	103⅞
Packard Motor Car (Common)	146⅞	130¼	131¼
Pennsylvania Railway	79⅝	77¼	78¼
Phillips Petroleum	39⅞	43	43¼
Radio Corporation of America	400	104¾	102¾
Reading Railway		107¼	108¼
Reynolds Tobacco, "B"	61¼	56	55⅞
Rock Island Railway		Unq	126⅜
Southern Pacific Railway	134½	27	127
Standard Gas & Electric (Common)	92½	87⅜	87⅛
Standard Oil of New Jersey	49¾	59¾	58⅜
Standard Oil of New York	40	43⅝	43⅝
Texas Corporation (Common)	59⅝	67⅛	67⅛
Texas Gulf Sulphur	76¼	82½	82
Timken Roller Bearing	84	83	82
Union Carbide & Carbon	215	237	236½
Union Pacific Railroad (Common)	209¾	Unq	215½
United States Leather "A"	51	47⅛	47⅞
United States Realty & Imp Co.	59⅛	94½	93⅛
United States Steel	188½	185⅝	186⅛
Vanadium Oil	122	128½	127½
Vanadium	108¾	96⅛	97
Warner-Quinlan (Common)		34½	36
Westinghouse E. & M. (Common)	158⅞	151	151¾
Willys Overland Co.	31¾	25½	24¾
Wright Aeronautical	280	245	248½
Shell Union Oil	27⅛	30¼	30
CALL MONEY	6%	7-1/2%	8%

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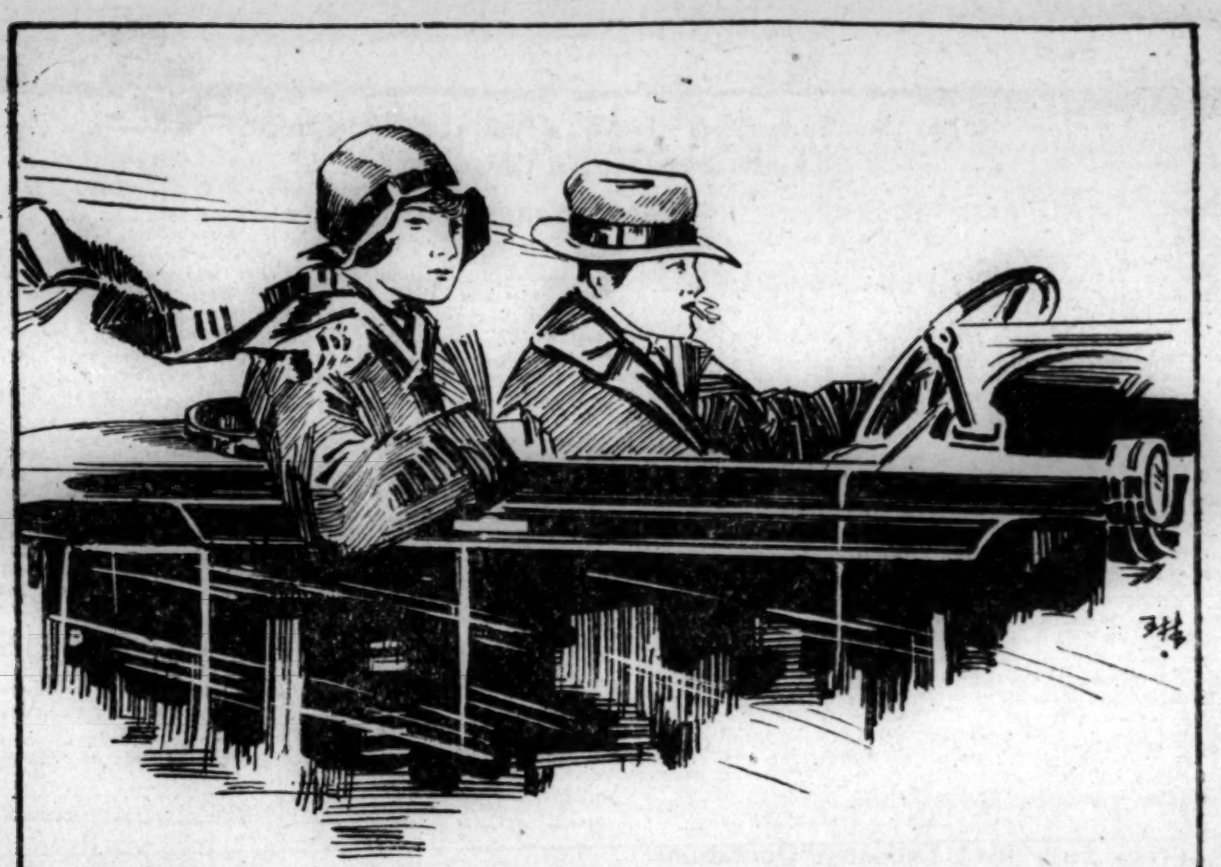

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From Peiping to Hankow

Station / Train	Peiping	Shih-kia-chuan	Cheng-chow	Hsiao-kan hsien	Han-kow
* No. 1	d.18.00	a. 2.16 d. 2.56	a.17.15 d.17.35	d.11.49	a.14.20
* No. 11	d. 9.55	a.19.27 d.20.07	a.13.26 d.13.45	a.12.18 d.12.23	a.16.05
* No. 3			d.13.15	a. 7.18 d. 7.21	a. 9.50
No. 9	d. 9.40	a.18.21 d.19.01	a 10.50		
No. 23	d. 5.40	a 21.44			
No. 25		d. 3.45	a. 5.05		
No. 27			d.10.06	a.20.07 d.20.37	a. 2.33
No. 75				d.13.00	a.17.05

From Hankow to Peiping

Station / Train	Han-kow	Hsiao-kan-hsien	Cheng-chow	Shih-kia-chuan	Pei-ping
* No. 2	d.18.00	d.20.39	a.14.28 d.14.48	a. 5.05 d. 5.45	a.13.50
* No. 12	d.10.50	a.14.51 d.14.56	a.13.13 d.13.33	a. 7.32 d. 8.12	a.17.30
* No. 4	d.13.30	a.16.01 d.16.03	a.10.05		
No. 10			d.17.41	a. 9.33 d.10.13	a.18.35
No. 28	d. 1.00	a. 7.00 d. 7.20	a.17.34		
No. 26			d.22.34	a. 2.15	
No. 24				d. 7.40	a.20.06
No. 74	d. 7.45	a.11.39			

REMARKS: *With First, Second and Third Class Dining Cars.

Telegraphic Address "KINCO" Code A. B. C. 5th Edition. For further information, address Hankow Line, Managing Director, Peiping-Hankow.

Lung-Hai and Pien-Lo Lines

In Operation: From Tapu (Haichow) to Lingpao: 825 Kilometers

In Construction: From Lingpao to Sianfu: 225 Kilometers

"The Great Overland Route in China"

This Line will soon become the most important Railway in China, connecting as it will, the remote provinces of Kansu, Shensi and Honan with the sea and passing through the ancient and famous capitals of Lanchow, Sian, Loyang and Kaifeng.

There are many points of historical interest to visit along the line, the best known being Lung-Men with its gigantic display of carved stone Buddhas, dating back from the introduction of Buddhism into China, some 2000 years ago.

The Lunghai and Pienlo Lines are connected at Hsuchow with the Tientsin-Pukow Railway and at Chengchow with the Peking-Hankow Railway.

An "Express" train runs thrice a week between Hsuchow and Chengchow leaving Hsuchow Monday, Wednesday and Friday, and leaving Chengchow Tuesday, Thursday and Saturday. This train is provided with 1st and 2nd class cars, sleeping and dining accommodations.

For further particulars, intending passengers are requested to apply to the Shanghai Office, Lunghai Railway Administration, at the Chung-Foo Bank Building, 25 Jinkee Road.

Shanghai

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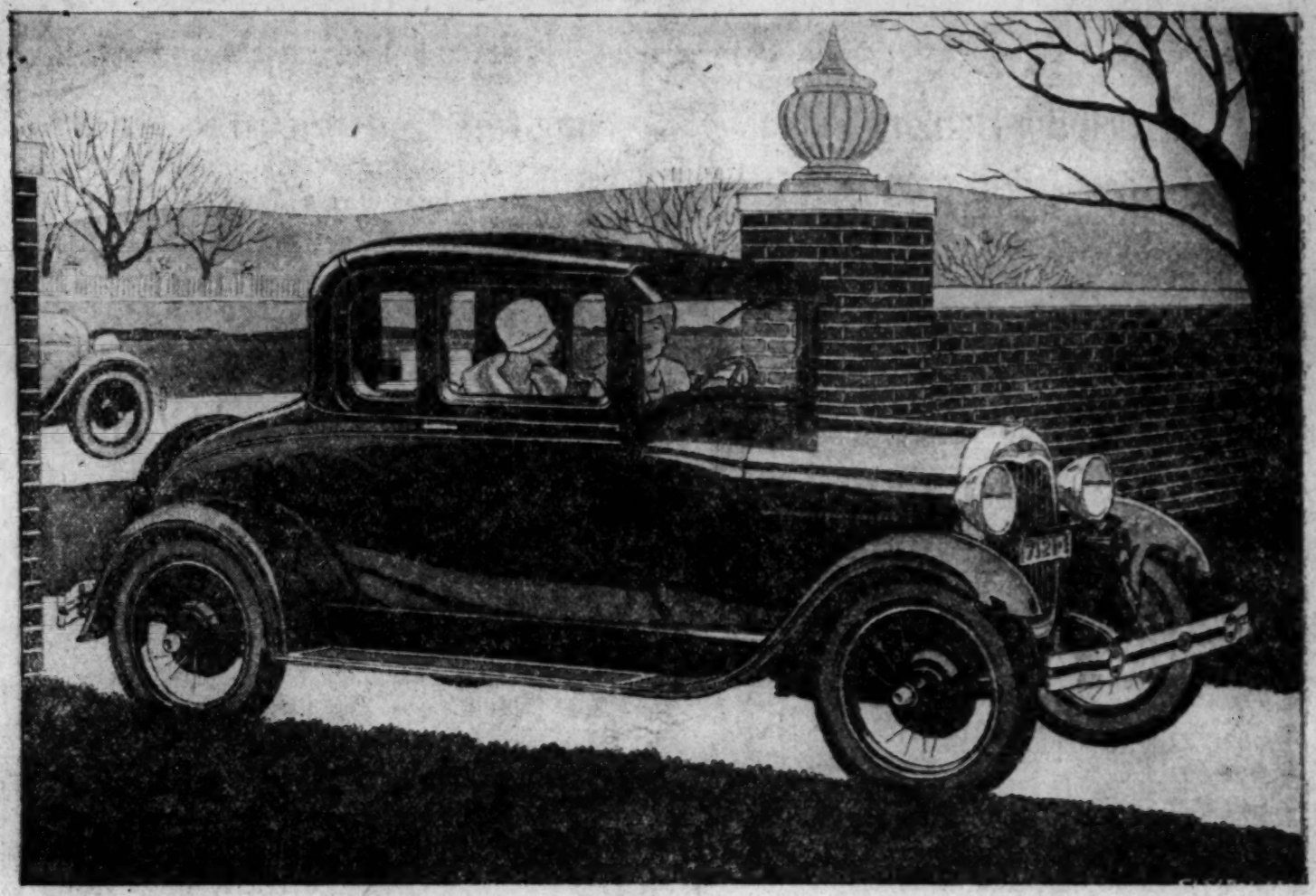
THE NEW FORD STANDARD COUPE



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The new Ford Coupe is an all-weather car for personal use, with a particular appeal for young women and men who enjoy driving their own cars.

The Coupe is quick in traffic, and its low, trim lines reflect its speed on the open road. The all-enclosed 6-unit brake system and Houdaille hydraulic shock absorbers make driving both safe and comfortable.

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Ford Motor Company Exports Inc.

SHANGHAI.